

A SPECIALITY—
TERRAZZO
SINKS
IN GREEN, RED, WHITE,
BUFF, ETC.
\$25 and \$30.
A Modern Idea Well Worth Adopting.

C. E. WARREN & CO., LTD.
China Building.
Tel. 30269.

"Hongkong Telegraph"
for The South China Morning Post, Ltd.
250, Sir Wyndham Street, Hongkong.

The Hongkong Telegraph.

FOUNDED 1861

NO. 12,466

六月八日英港華

SATURDAY, AUGUST 8, 1931.

日廿五

835 PPS ANNUAL
SINGLE COPY 10 CENTS

LOCAL BRANCH.

BUILT
FOR
THE
JOB



BRITAIN OUTPLAYED IN WIGHTMAN CUP.



Miss Betty Nuttall.

Miss Helen Jacobs.

AN EX-HONGKONG ADVENTURESS GAOLED.

MANY FRAUDS IN COLONY.

UNDER AN ALIAS.

Described as a proper adventurer, who, while the money lasted, lived at a very high pace, a woman who spent some considerable time in Hongkong last year to the grief of many local tradespeople, has been sentenced at Greenwich Police Court to twelve months' imprisonment with hard labour.

She was charged in the name of Margaret Brewer, aged 43, with cheating and stealing from different people in Blackheath, Balsam and Streatham, but that was not the name she went under in Hongkong. She came out here under an assumed name as a nurse to a local resident and was discharged after a quarrel.

Before leaving Hongkong, it is alleged, she posed as the wife of a local doctor and obtained goods by false pretences to the value of £400. She pleaded guilty to all the charges preferred against her in London.

Stole Blank Cheques.

Mr. J. A. Davis, who prosecuted, said prisoner went to the Everest Hotel representing herself as the wife of a doctor, and whilst there she stole two blank cheques belonging to the proprietress. In course of time she went to Holdoms, Balsam, and said she was opening a nursing home in Hongkong and required a quantity of bedding and clothing.

Samples were submitted and returned, and a few days later prisoner appeared at the shop and asked for a tea-cloth, value 8s 11d. She presented a cheque for 21s, but the manager said he could not meet the whole amount; he would give her change for 2s. That was how she obtained cash to the amount of £1, 11s. 1d.

The cheque was taken to the bank next morning and was returned marked "No account." In all she ordered goods of the value of £274 and offered a cheque for £100, explaining that she would pay the balance when the order was completed.

Many Convictions.

Det. Sgt. Bell explained the circumstances of the other charges in connexion with which evidence had already been given, and said that prisoner had a very bad record. In November, 1918, she was sentenced to 18 weeks' imprisonment for stealing clothing, and from then up to 1927 she served terms of imprisonment aggregating nearly five years, mostly for false pretences and fraud.

When she was released from prison on July 7th, 1928, she was helped by a lady who assisted any one in the nursing profession who cared. She looked after the prisoner until March, 1930, when the latter went out to Hongkong in the service of a lady with whom she subsequently quarrelled. Then prisoner went nursing in Hongkong, and whilst so employed she posed as the wife of a doctor and obtained goods to the value of £400. She returned to England.

(Continued on Page 7.)

Official Cure for Lethargy.

WHO GAVE RISE TO THIS?

The Hongkong Government has its eye on subordinate officers of the Prison staff who may possibly go into hospital in order to shirk work. Any such will in future receive no pay if they are found to be malingering, and, what is more, will have to pay their own hospital charges and other expenses.

This much is intimated by an addition to the Prison Rules, made by the Governor-in-Council, which reads as follows:

"When any subordinate officer received into hospital for observation is subsequently certified to be malingering he will receive no pay for the period during which he is under observation, and all hospital expenses and charges incidental to such observation shall be paid by such officer."

AMOK COMMITS SUICIDE.

SEQUEL TO FERRY INCIDENT.

A tragic development followed the incident reported elsewhere in this issue of a Chinese who ran amok on the ferry launch plying between Sha U Chung and Talpo yesterday. It transpires that, after attacking and injuring three other passengers with a knife, the amok was overpowered and taken to the cabin below. He appears to have been left to himself for some little time while the attention of his guards was diverted elsewhere, and during this brief period he divested himself of his belt and hanged himself with it. The body was later taken ashore at Talpo, where police investigations are proceeding.

KING'S CUTTER WINS.

SUCCESS AT COWES REGATTA.

London, Aug. 7. The King's cutter "Britannia" secured first prize in a race on the final day of Cowes Regatta. The Queen watched the racing from the Royal yacht.

According to present arrangements, Their Majesties leave London for Sandringham next Tuesday and will proceed to Scotland on Thursday, 20th inst.—British Wireless.

GERMAN DECREE EASED.

DEALINGS IN FOREIGN CURRENCY.

Berlin, Aug. 7. The restrictions upon foreign currencies for financing imports and exports of goods in transit, have been lifted until further notice, in order to forestall as far as possible any unnecessary hampering of legitimate foreign trade.

At the same time, export and import firms are expected voluntarily "to exercise the restraint demanded by the present economic situation" in connexion with the importation of luxuries.

Traders are also required periodically to report deals involving foreign currencies.—Reuters.

THE THORBURN SCANDAL.

CHIANG KAI SHEK GIVES ORDER.

(Our Own Correspondent.)

Shanghai, Aug. 8. Officials of the Nanking Government have received from Marshal Chiang Kai-shek, from his headquarters at Nanchang, instructions of a most definite kind regarding the Thorburn case.

The Foreign Office is told to make every effort to trace Thorburn, the message calling firmly for a most searching investigation of his disappearance.

MR. CRAMER FORCED DOWN INTO SEA.

But Later Reaches Faroe Is.

SEAPLANE FLIGHT.

London, Aug. 7. A wireless message from Thorburn has reports that an airman flying from Reykjavik (Iceland) has been forced down by engine trouble and has alighted on the sea.

The message apparently refers to Mr. Parker Cramer, the American flier, who is engaged on an aerial survey of a route across the Atlantic via Greenland and Iceland for the Trans-American Air Lines, Incorporated. It is suggested that Anglo-American rivalry may arise. A British expedition has been examining the possibilities of a similar route for months past.

The message was picked up at Wick, on the Scottish north-east coast.

The report is confirmed from Copenhagen, which picked up another message from Mr. Parker Cramer stating that he had been forced down on the sea between Iceland and Faroe Islands, but expects to be able to continue.

Wick, later.

A wireless message from Thorburn reports that the American seaplane KHV CX (presumably Cramer's) has arrived safely at the Faroe Islands.—Reuters.

First Day's Debacle.

Lose All Three Matches.

NO HOPE LEFT.

New York, Aug. 7.

It may be taken for granted that the United States will recapture the Wightman Cup, the British lady stars putting up poor show, judged by results, at Forest Hills today.

It was a day of debacle for the British team. All three singles matches were lost, and Mrs. Wills-Moody was in such brilliant form that no miracle of recovery to-morrow can be entertained in thought for a second.

In the first match, Mrs. Wills-Moody beat Miss P. E. Mudford in straight sets. In the opening, Miss Mudford could not find her control and Mrs. Moody playing splendidly in all departments, ran out winner by 6-1.

Miss Mudford rallied splendidly in the second set and took four games from the world's finest lady tennis player, Mrs. Moody securing match-point in the tenth game.

The clash of Miss Betty Nuttall and Miss Helen Jacobs was a more intense affair, but though Betty played well at times she was beaten in two sets.

The first went to fourteen games. Betty was great overhead, but unaccountably weak on the ground, and Miss Jacobs took full advantage of her errors. Six all



Miss P. E. Mudford.

NONE FOR NONE DECLARED.

HOW WELSH TEAM BEAT SURREY.

HERBERT AND DULEEP MAKE USUAL 100.

STORM CRICKET.

London, Aug. 7.

Thunderstorms and floods have ruled the roost in the cricket world in the past three days and only two matches were brought to a definite result.

Yorkshire were, of course, one of the successful sides. The other winning team was Glamorgan, thanks to another "Bolshevik" arrangement between skippers, whereby both Surrey and Glamorgan declared their first innings closed with no runs scored at all.

Sandham hit a splendid not out century, and Surrey declared with three wickets down. Glamorgan lost seven wickets but won the match.

The outstanding feature, perhaps, lies in the fact that both K. S. Dulcepsinhji and Sutcliffe, continuing their friendly century-making rivalry, again completed hundreds. Dulcepsinhji has now obtained eleven this season and Sutcliffe ten.

Dulcepsinhji has now obtained a century in each of four successive innings, a feat only once excelled in the history of cricket—back in 1901 when C. B. Fry obtained six in a row.

Sutcliffe has obtained three centuries in successive innings, scoring 409 runs as against Dulcepsinhji's 500 in his four innings.

The results at a glance, together with the principal individual performances, follow.

Yorkshire beat Leicester by an 80 runs and 25 at Leicester. Glamorgan beat Surrey by 3 wickets, at Cardiff.

Essex beat Middlesex on the first 100 runs, at Leyton.

Somerset beat Gloucester on first 100 runs, at Weston.

Notts beat Northants on first 100 runs, at Northampton.

Lancashire beat Worcester on first 100 runs, at Manchester.

Kent beat Derby on the first 100 runs, at Canterbury.

Sussex beat Hants on the first 100 runs, at Hastings.

Warwick v. N.Z.—Draw, at Birmingham.

—HONOURS LIST.

Batting.

Parsons (Warwick) 100

Sutcliffe (Yorks) 187

K. S. Dulcepsinhji (Sussex) 127

Sandham (Surrey) 100.

Not Out.

Bowling.

Staples (Notts) 7 for 75

Voce (Notts) 0 for 49

Macaulay (Yorks) 0 for 52

Tyldesley R. (Lancs) 5 for 24

Teate (Sussex) 5 for 32

Matthews (Norfolk) 5 for 39

C. S. Marlott (Kent) 5 for 42

V. W. C. Jupp (Northants) 5 for 45

(Continued on Page 7.)

CHICHESTER IN SHANGHAI.

REPORTED ARRIVAL AT WOOSUNG.

Shanghai, Aug. 7.

"I will admit, between ourselves, that at one time I was simply out of control," said Mr. A. J. Mollison, in a broadcast talk from London this evening on his record flight from Australia to England.—Reuters.

—MOLLISON ON HIS FLIGHT.

OUT-OF-CONTROL AT ONE TIME.

London, Aug. 7.

"I will admit, between ourselves, that at one time I was simply out of control," said Mr. A. J. Mollison, in a broadcast talk from London this evening on his record flight from Australia to England.—Reuters.

Bulls and Inners

From the Office Butts.

It was not so very sensational that a turbot should be caught in Hongkong to-day to become a fish house street. Many a poor cartoonist has been landed there!

Professor Piero says the earth was successful because Gatty looks like a big dish from ton stuck to his stool, miles up. Well, it's usually in a

The Soviet has brought the egg industry into the famous five-year plan. Russian hens will be expected to intensify their efforts. "Beauty on the Beach" says a headline. Probably combing place like Home!

Gliding was remarkably popular at Home during the holidays. Here it is frequently the reverse. These records breaking slightly remind us that there are no speed restrictions in the air. The sky's the limit!

According to a local broker, the rickshaw cooler threw his main factor responsible for the fluctuations of the H.K. dollar, is the variation in the daily price of roller drivers will follow suit!

A newspaper headline raises the query—"What is Public Opinion?" Hongkong is an unknown quantity occasionally heard but seldom listened to!

A former German Prince is to work for Henry Ford. Rattling the silver instead of the sabre.

"Lady Astor Up in Arms," says a newspaper heading. Her husband's we hope.

The eternal triangle is probably explained by an idea that two can love as cheaply as one.

The husband was seeing his wife away on a holiday. "Ellen, dear," he said, "hadn't you better take some fiction with you to while away the time?" "Oh, no, William," she replied, "you'll be sending me some letters!"

"A Check for Yorkshire" says a newspaper he is doing. They're felt the draft at last!

An amateur vocal quartet is composed of four people, any one of whom considers the other three out of tune.

It seems as

THE HONGKONG
PENINSULA HOTEL:
HONGKONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
and
SHANGHAI
ASTOR HOUSE: PALACE HOTEL:
HOTELS
LIMITED.
In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL
KOWLOON.
UNDER THE PERSONAL SUPERVISION
AND ATTENTION OF—
H. J. WHITE.
Phone No. 58008. Cable "KOWLOTEL"
Hongkong.

PALACE HOTEL
Tel. Kowloon No. 8.
A First Class Residential and Tourist Hotel with all the Conveniences of a Home. Under Entirely European Management. Cosy Lounge and Billiard Saloon. Three minutes from Ferry. Families specially catered for. Moderate term.
MRS. J. M. OXBERRY,
Proprietress.

Penang
The Scenic Gem of Malaya
A first class
Hotel
Modern
throughout and
beautifully
Situated
Rannymede Hotel
Malaya's Premier Hotel
Food and Wines especially good
AFTER-DINNER DANCE
Every Wednesday & Saturday.—Orchestra Daily
CABLES "RANNYMEDE"
RANNYMEDE HOTEL, LTD. George Goldsack, Manager.

EUROPE HOTEL
SINGAPORE.
"RENNOWNED BY RECOMMENDATION"
DANCING: After Dinner every Tuesday, Thursday and Saturday.
MUSIC: On the VERANDAH—Monday to Friday—7.45 p.m. to 8.30 p.m.
Saturdays—12.30 p.m. to 1.30 p.m.
and 8.00 p.m. to 8.30 p.m.
Sunday Concerts—9.15 p.m. to 11 p.m.
Robert Dreacher's Famous Viennese Orchestra
Plays During Tiffin and Dinner Every Day.
GRILL: (THE EUROPE HOTEL, Ltd.
Telephone. 5341 (8 lines)
Cables "EUROPE" Singapore.
Arthur E. Odell
Managing Director.

Avoid colds
By taking SCOTT'S
Emulsion which pro-
motes the strength
to resist coughs,
chills, colds, influenza
and all bronchial
affections. Ask for

SCOTT'S
Emulsion
"The protector of life"

THE OVERSEAS LEAGUE.

GOVERNOR APPEALS FOR SUPPORT.

"AT HOME."

His Excellency the Governor, Sir William Peel, wound up an interesting recapitulation of the history of the Overseas League with a strong appeal for wider support of the movement, when he addressed Hongkong members of the League at an "At Home" held yesterday in the Helena May Institute.

After tea had been served, Sir William Hornell, who was supported on the platform by the Hon. Mr. E. R. Halifax and the Rev. N. V. Hallward, drew the attention of the audience to the advantages and amenities offered by the Overseas League, particularly when local members were on furlough.

Sir William Peel, in addressing the gathering said:

Ladies and gentlemen.—I have been asked to say a few words in support of an appeal to those present who are not members of the Overseas League to become members as soon as possible, and to those here who are members to do their best to obtain recruits.

My task has been lightened by the introductory remarks of my friend Sir William Hornell. My wife and I joined the League in 1926 at the invitation of Mr. Erle Rice, who was staying with us at the time in Penang when he was on tour as travelling Secretary of the League.

He has now become Assistant Secretary after doing an immense amount of work in his former capacity. Some of you here knew Mr. Rice when he was Private Secretary to Sir Reginald Stubbs, and will probably therefore agree with me when I say that it is a pity that he is not here today, for I am sure that his persuasive charm would achieve greater results than any remarks that I may make.

Institution of League.

The League was instituted by the present Secretary, Mr. Evelyn Wrench, and it may be regarded as his life's greatest interest. In 1912 and 1913 he made an Empire tour in support of the League, and travelled over 64,000 miles, an indication of his great enthusiasm. In starting this League he was inspired by the story and life ideals of Cecil Rhodes, who may be described as one of the greatest Empire builders in our history. It is a great tribute to the latter's personality that the inception of such a League as this was due to his inspiration, even though he himself had passed away.

The League was started in 1910, and received the Royal Charter in 1922. His Majesty the King is Patron of the League, while one of the Vice-Patrons is His Royal Highness the Prince of Wales, who as you all know has done more to strengthen the links of our Empire than perhaps any other man of modern times. Among its Vice-Presidents are to be found the

names of many of our most famous men—men who have rendered great service to the Empire at home and abroad.

Four Chief Objects.

The four chief objects of the League are:

- (1) To draw together in the bond of comradeship British people the world over.
- (2) To render individual service to our Empire.
- (3) To maintain the power of the Empire, and to hold to its best traditions.

- (4) To help one another.

The members' creed is as follows: "Believing in the British Empire to stand for justice, freedom, order and good government, we pledge ourselves, as citizens of the British Commonwealth of Nations, to maintain the heritage handed down to us by our fathers."

The League is non-political, and makes no distinction of class, creed or colour. It aims at personal contact, comradeship and brotherhood.

It possesses now over 46,000 members, and a special effort has been called for to increase this number to 50,000 this year, in which we celebrate its coming of age. Already, I believe, some 8,000 additional members have been enrolled this year, but more are wanted.

Its Activities.

I will mention briefly some of its activities. Its headquarters are situated in Park Place off St. James's Street in London, and there members have all the advantages of a club at a reasonable cost. Adjoining the club proper is Overseas House, devoted to sleeping accommodation for members, suites and bedrooms being available at a reasonable price. It is open to both sexes, but there is also a club house set apart for male members only, which contains sixteen bedrooms.

The League also has centres in Edinburgh, Glasgow, Paris, Cape Town, Sydney, New York, and other places. It aims in all these centres at offering a welcome to visitors, and helping them in various ways

(Continued on Page 16).



ASAHI BEER

Sold Agent:
MITSUI
BUSSAN
KAISHA
LTD.
HONGKONG

BEST
QUALITY

We Really Must

MAKE EVEN MORE
ROOM FOR COMING
AUTUMN STOCKS

—We Really Must!

THEREFORE

WE ARE
CLEARING THE
REMAINDER OF

SUMMER
HATS
AND
BATHING
SUITS

AT BELOW COST PRICE!

ELITE STYLES

A. P. C. Building.

NEW 1931

SHIPMENT
of

TENNIS
RACKETS

NEW "WINNER"

"THE BAT"

"MAYFAIR"

"RIVOLI"

"TOP-FLITE"

and other famous British
and American makes.

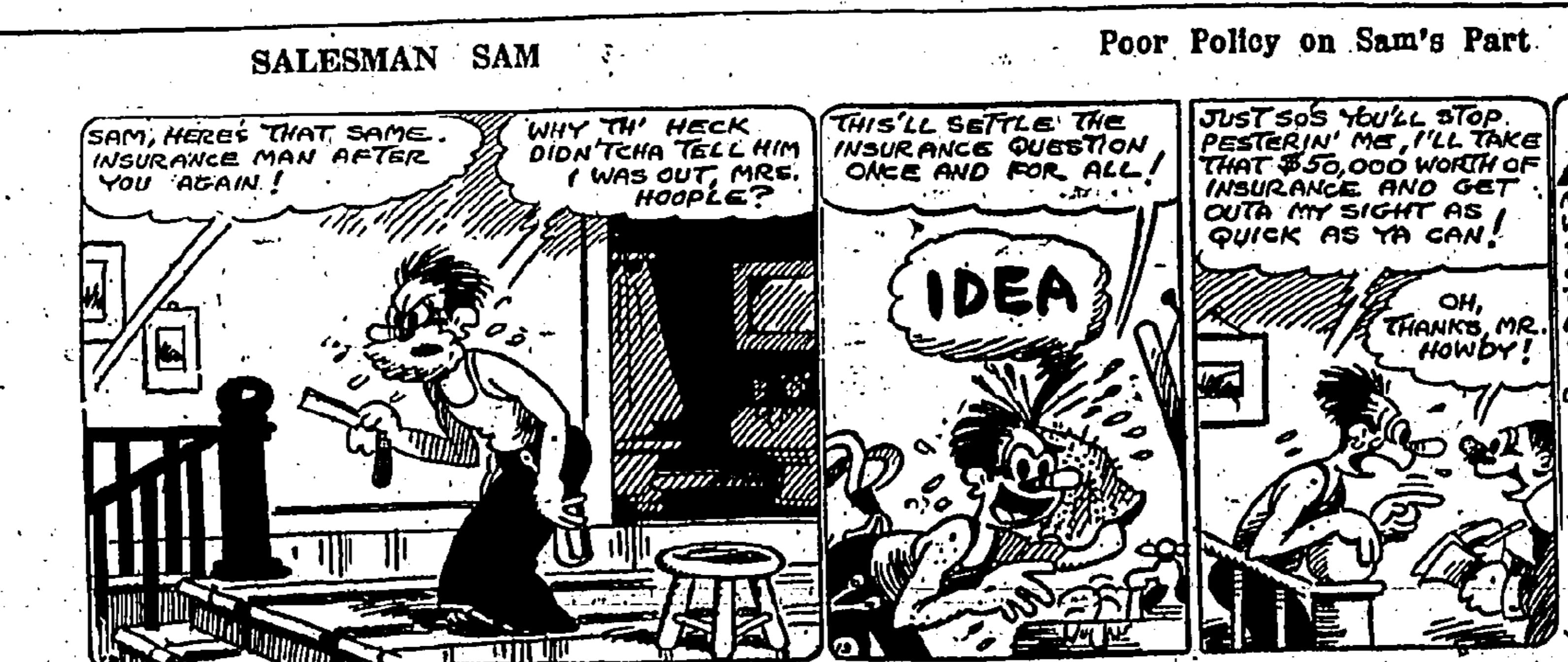
TENNIS BALLS.

Restraining with Best Gut
at Moderate Cost.

THE SINCERE CO., LTD.

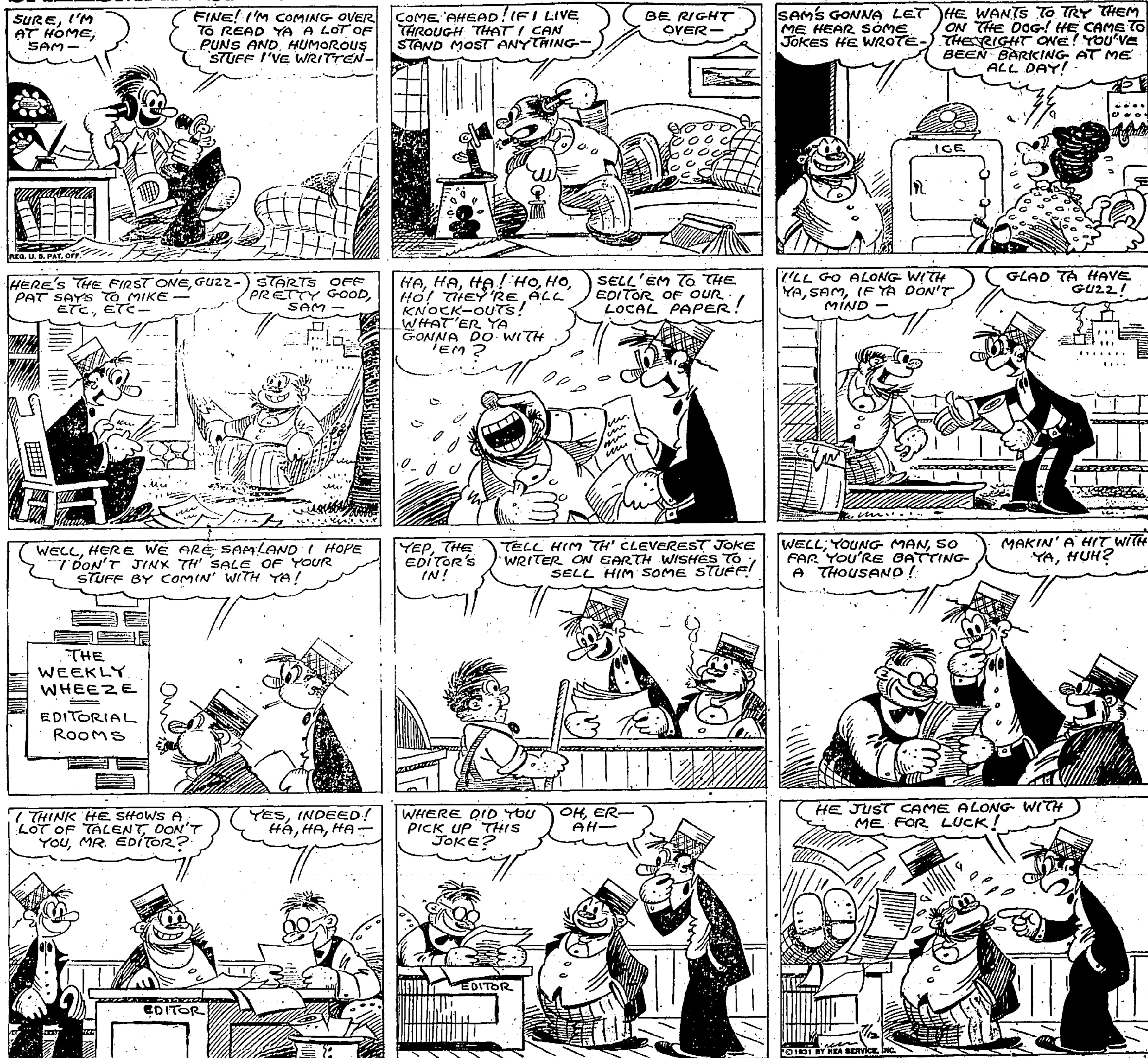
Poor Policy on Sam's Part

By Small



By Small

SALESMAN SAM



THIRD WEEK of WHITEAWAYS SALE

Commencing Monday August 10th.

NOW IS THE TIME

To replenish your wardrobe with both summer and winter goods, to refurnish your home with curtains, loose covers etc. to replace your glassware, crockery, kitchenware etc. and to re-stock your linen chest with damask sheets, towels, pillow cases, blankets etc.

AT ROCK BOTTOM PRICES.

DO NOT MISS THIS OPPORTUNITY: ENTIRE STOCK AT SALE PRICES.

WHITEAWAY, LAIDLAW & Co., Ltd. 20, Des Voeux Road, Central.

TO-DAY'S WANTS.

25 WORDS \$1.50.
(\$2.00 If Not Prepaid.)
The following replies have been received:—
667, 671, 678, 683, 685, 691, 695,
705, 709, 720, 722, 727, 729, 732,
733, 734, 737, 738, 760, 772, 773,
776, 777, 793, 795, 830, 837, 839.

TUITION GIVEN.

Expert lessons given on needlework, embroidery and flower-making, crests of quality in gold, silver and coloured threads also undertaken. For particulars apply to Box No. 825, "Hongkong Telegraph."

LESSONS in English with particular attention to pronunciation. Also instruction in principles and history of English Law by English Barrister (Middle Temple). Moderate fees. Write Box No. 772, "Hongkong Telegraph."

SITUATIONS WANTED.

BRITISHER 35 years of age, urgently needs employment in any capacity. Will go anywhere. Speaks Cantonese well. Will accept moderate salary till worth proved. Please write Box No. 838, "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED—First class French Scene-painter. Lady or gentleman. Part or full-time. Write Box No. 839, "Hongkong Telegraph."

ASSISTANT BOOK-KEEPER wanted immediately by British firm. Previous experience necessary. State qualifications and salary expected. Write Box No. 837, "Hongkong Telegraph."

WANTED KNOWN.

ELECTRIC BATHS.—Ideal for lumbago, rheumatism, etc. Recommended for reducing. Given by skilled attendants. Testet Beauty Parlour, Kaymally Building, ground floor. Telephone 22103.

FOR SALE.

SILVER ANNIVERSARY BUICK, Four-door, five-passenger sedan in excellent condition. Mileage just over 8,000 only. Trial run by appointment. Please write General Manager "South China Morning Post."

HOUSES, ETC.

FOR SALE OR TO LET furnished four-roomed house at Cheung-Chau. Electric Light. Large garden. Write Box No. 753, "Hongkong Telegraph."

APARTMENTS TO LET.

ARLIE HOTEL—23-25, Nathan Road, Kowloon. Under European Management. Excellent Cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

CREDIT FONCIER D'EXTREME-ORIENT.

Mortgage Bank & Estate Agents. "PEAK MANSIONS"

Prince Edward Road, Kowloon. Detached and Semi-detached villas. Modern construction with garage.

"Camby Buildings" Flats with modern conveniences

METALS

of all kinds especially for ship-building and engineering work. Complete stock. Best Terms, immediate delivery.

SINGON & CO

ESTABLISHED A. D. 1930. Telephone: 20516. HING LUNG ST.

MASSEUR R. SHIMIDUZU. MASSEUR S. HONDA. MASSEUR S. KISAKI. Recommended for many years of Government Civil Hospital, Peak Hospital, etc., and by all the local doctors. 24, Wyndham Street Tel. 24945.

New Advertisements.

CHINA HOMeward CONFERENCE

FREIGHT TARIFF NO. 12.

Dated 1st January, 1931.

ADDENDUM NO. 47.

CONFERENCE BOOKING

RULES.

FORWARD ENGAGEMENTS

The period for forward booking engagements of Cassia is extended from date to 90 days, i.e., forward engagements of Cassia at current rate of freight may be made for shipment within 90 days of date of booking.

Hongkong, 8th August, 1931.

KOWLOON FOOTBALL CLUB.

NOTICE.

The 17th Annual General Meeting of Members will be held in the Club House on Tuesday, August 11th, 1931, at 6 p.m.

Business.

Minutes of previous Annual General Meeting to be read and confirmed.

Report and accounts for 1930-31.

To adopt proposed revision of rules.

Election of Officers for 1931-32.

Election of Auditors.

By order of the Committee.

F. C. CLEMO, Hon. Secretary.

HONGKONG REALTY & TRUST COMPANY, LIMITED.

An Interim Dividend of 30 cents per share has been declared payable on Tuesday, 1st September next on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, 2nd Floor, Exchange Building, Des Voeux Road, Central.

NOTICE IS HEREBY GIVEN that the Register of Members of the Company will be closed from THURSDAY, 27th August, to MONDAY, 31st August, 1931, both days inclusive.

By order of the Board,

C. F. V. RIBEIRO, Acting Secretary, Hong Kong, 5th August, 1931.

HONGKONG TRAMWAYS LTD.

AN INTERIM DIVIDEND of 40 cents per share has been declared payable on TUESDAY, 25th August next, on and after which date Dividend Warrants may be obtained upon application at the Registered Office of the Company, Canal Road East, Bowrington, Hongkong.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the Company will be closed from TUESDAY, 11th August, to MONDAY, 24th August, 1931, both days inclusive.

By Order of the Board,

W. F. SIMMONS, Secretary, Hongkong, 1st August, 1931.

MRS. MOTONO.

Massage. Hand and Electric 31b, Wyndham Street.

MASSAGE HALL

MRS. S. UZUNOYE 57, Queen's Road Co., 2nd floor, Expert Massuse.

ACHIEVEMENT

("Actions speak louder than words.")

1931

THE FIRST FOUR PLACED RIDERS IN THE BANK HOLIDAY HONGKONG MOTOR CYCLE RELIABILITY TRIAL.

Messrs. J. Smith (Humber), E. H. Marriott (Norton), H. S. Rogers (A. J. S.) & E. J. Spiers (Rudge) used.

CASTROL

WINNERS OF TEAM PRIZE
MESSRS. HENRY KEW, H. H. MULLER & H. W. TAPE ALSO USED CASTROL

The Senior Isle of Man Tourist Trophy was won for the sixteenth time in succession on this aristocrat of lubricating Oils.

Castrol—being British—is sold by the Imperial, Gallon of approx. 9 lbs. which is the recognised legal measure in the Colony. All other Oil Companies sell by the American or wine gallon of 7½ lbs. a difference of about 20%.

CHURCH NOTICES.

To-morrow the Tenth Sunday after Trinity.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, 9th August, 1931. Tenth Sunday after Trinity. Holy Communion 8 a.m. Holy Communion (Peak Church) 8 a.m. Children's Service 10 a.m. Mottins and Sermon 11 a.m. Preacher: The Rev. A. D. Stewart. Evensong 6 p.m. Preacher: The Dean.

One Full Size English Billiard Table with accessories

Two Milner's Safes

One Hall's Safe

TERMS:—Cash on Delivery.

LAMMERT'S AUCTIONS.

PUBLIC AUCTION.

The Undersigned have received

instructions to sell by Public Auction,

on Tuesday,

the 11th August, 1931,

at 12 o'clock (noon)

at their Sales Room,

Duddell Street.

TERMS:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Particulars of the Lot.

1. North of Kowloon Inland

Land No. 253, Yim Po Tong Street.

Area: 7,866 square feet.

Boundary Measurements:

N. S. E. W. 15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15' 33" 15' 33" 15' 33" 15' 33"

15'

"THE QUORN" CONDITION POWDERS FOR HORSES

These powders are specially prepared for racing and polo ponies, and are invaluable for ponies who have gone off their feed, creating a healthy appetite and rapidly bringing them back to thorough fitness.

Sole Agents

A. S. WATSON & Co., Ltd.
Est. 1841.

TWO INTERESTING ADDITIONS

to the
Victor Series of Musical Masterpieces.

M-103 Rustic Wedding Symphony
(Carl Goldmark, Op 26)

Played by Vienna Philharmonic Orchestra
Conducted by Robert Heger.

M-107 Sonata in A Major (Schubert, Op 162)
Violin and Piano

Played by Sergei Rachmaninoff and Fritz Kreisler.

S. MOUTRIE & CO., LTD.

CHATER ROAD.

LANE, CRAWFORD'S

are showing

An exclusive selection
of

Hand Embroidered Underwear

Nightdresses

Petticoats

Knickers

with Brassieres to match.

Set or Single garments
as desired.

ALSO

Three Piece Lounge Pyjamas
in Various Colours.

WATCH THIS AD. DAILY FOR GOOD AUTO VALUE

STUDEBAKER DICTATOR
"8" 5-pass. TOURER REGAL
1930 MODEL \$1,650. Completely equipped, under 15,000 Miles (Lic. No. 21) Original F.O.B. Factory Price \$1,650.

PRESENT PRICE HK\$4,000.

STUDEBAKER SIX REGAL
SEDAN 1930 MODEL 5-pass. 70 B.H.P. under 8,500 Miles, 114" Wheelbase in EXCELLENT CONDITION (Licence No. 44).

PRICE HK\$3,800.

STUDEBAKER STANDARD SIX 1927 Model 5-pass. Tourer. Reliable and in good condition. (Lic. No. 27)

PRICE HK\$1,400.

STUDEBAKER STANDARD SIX 1927 Model 5-pass. Tourer. Reliable and in good condition. (Lic. No. 17)

PRICE HK\$1,300.

VEHICLES MAY BE INSPECTED
AT OUR STUBBS ROAD GARAGE

THE HONGKONG HOTEL
GARAGE.

The Hongkong & Shanghai Hotels, Ltd.
Incorporated in Hongkong,
25, Queen's Road C. and Stubbs Road.

The Hongkong Telegraph.
SATURDAY, AUGUST 8, 1931.

DISARMAMENT.

Although it is denied that President Hoover will follow up his moratorium move by inviting the Powers to join in a two-year naval holiday, it must be apparent to the meanest intelligence that the question of disarmament is one which is closely intertwined with world economy. Realising that point, President Hoover has more than once expressed the view that without a drastic curtailing of the current stupendous outlays for arms and war equipment, there can be no real relief brought to countries burdened with unproductive expenditure. Mr. Hoover recently intimated that the world must do away with excessive armament if it wants a renewal of good times; indeed, he holds the view that this question is of even greater importance than the war debts problem. In any event, the two issues are closely inter-related, a fact which President Hoover doubtless had in mind when he launched his moratorium scheme.

The naval holiday rumours are invested with more than ordinary significance when we remember that the World Disarmament Conference is due to be held in February next. There was a suggestion at one time, not many weeks ago, that the United States might urge a postponement of this gathering, but rumours to this effect were quickly dispelled when, on receipt of an invitation to participate, the Washington Government promptly made the fact known that it would wholeheartedly take part and do everything in its power to make the event a success. Mr. Stimson's visit to Europe, it is now known, was for the purpose of holding a series of personal conversations with governmental leaders on the disarmament gathering. That he is discussing this matter with the British Premier may be taken for granted; indeed, Mr. Ramsay MacDonald's statement that whatever matters the two may discuss, peace will be the spirit that inspires them. According to recent American advice, the Disarmament Conference may determine, in one sense, or another, the attitude of many people towards economic pro-

blems, especially towards the debt problem. Drastic cuts in arms would relieve tremendously the burden now being borne. Morally, it would bring confidence and stimulate co-operation. It has well been said that while nations are preparing armies and navies, apparently against each other, they can hardly collaborate unreservedly. They would certainly be able to work together once they abandoned their rivalry in armaments. More than once has it been hinted that the United States might consider the question of debts in an altogether different light if there were a real reduction in the expenditure on armaments.

A further point to be kept in mind is that the moratorium plan as applied to Germany merely promises temporary relief. If, however, it can be linked up with a naval holiday, it might very well be extended, and what is even of greater promise, could open up the way to a complete revision of war indebtedness. That much accomplished, there would be a worldwide mobilisation of the forces of goodwill and co-operation, leading to such a change in economic conditions as would have incalculably beneficial results. However much Hoover stock may have declined in the United States during the past year, it is becoming increasingly apparent that he is now seizing the psychological moment in which to bring his own country and other nations into the most cordial relationships. If his plans fructify, he will deserve well not only of his own people, but of humanity in general.

This Flying Age.

If only those flights of outstand ing merit already accomplished were taken into account, the year 1931 would contribute many remarkable pages to the history of aviation. The crossing of the Atlantic has been attempted on six occasions and six times has success been achieved. Mr. C. W. A. Scott flew from England to Australia and back in a total elapsed time of 20 days, 2 hours, his record for the return journey holding good less than two months, Mr. A. J. Mollison landing at Pevensy Bay from Wyndham on Thursday after a trip of 8 days, 21 hours. The most striking feature of all such feats, however, is the comparatively casual manner in which they are, generally speaking, accepted by the public. Only the Gatty-Post flight round the world, which, of course, stood in a class by itself, succeeded in rousing real enthusiasm. Mr. Mollison received the congratulations of the Air Minister and Mr. Scott, and a fairly large crowd assembled at Croydon to cheer him. But there was no excitement. "Splendid fellow!" says the public, figuratively, and then proceeds to discuss something more interesting, the best thing for the Liverpool Handicrafts something of that kind. Yet it is only three years ago that Bert Hinkler was lionised and made almost a national hero for a similar flight, occupying nearly twice the length of time. Not one quarter the fuss will be made of Mollison even if he also breaks Scott's record in the other direction. There will be no lack of appreciation. But he will not be heralded as a super-genius of the air. And the change of attitude is not to be deplored. It is not, or at least we do not believe it to be, due to a more blasé outlook, but to simply increased public confidence in the safety of flying. In a short three years, the Atlantic crossing (from West to East at all events) has ceased to be a hazardous adventure. The journey is now within the scope of hundreds of different machines of standard make. Planes of all types have been so perfected that speed, endurance and distance records must all go by the board. Moreover, there are important achievements by private fliers which must not be overlooked. Mr. J. D. Brock, of Kansas City, using his own plane for ordinary transportation purposes, recently completed 600 days of consecutive flying. He made flying a recreation, while using his machine for business trips. Then again, a week or two ago, a British couple

DAY BY DAY

TO BE POOR AND INDEPENDENT IS
VERY NEARLY AN IMPOSSIBILITY.—
Cobbett.

The name of Mr. Arthur Tye has
been added to the register of chemists
and druggists.

At next Tuesday's meeting of the
Rotary Club, Miss Haines will speak on
"The Salvation Army."

His Excellency the Governor has
appointed the Reverend Alfred Swan,
M.A., D.S.C., to be a Member of the
Board of Education for a period of
two years, with effect from 6th
August, 1931.

It is notified that the rate for
limewashing in Hongkong and Kowloon
under By-law 4 of the Domestic
Cleanliness and Ventilation By-law
shall be \$3.50 per floor for the year
starting 1st October.

Tenders are being invited for
a Market at Praya East Reclamation.
The contract comprises the erection
of an open type, one storey, market
reinforced concrete with caretakers
quarters and any other contingent
works.

It is notified that His Excellency
the Governor-in-Council has authorised
as a place to be used as an
cemetary for the Tung Wah Hospital
only, and to be known as "New
Kowloon Cemetery No. 6" the piece of
land containing about 1/2 acre,
situated at Diamond Hill in New
Kowloon in the Colony of Hongkong
and shown on the plan deposited in
the office of the Public Works Department.

The Health Bulletin of Eastern
Ports for week-ending, August 1, con-
tains the following:—Plague;
Tamatave one case and one death;
Alexandria four and one; Rangoon
one and one; Columbus four and four;
Cholera.—Bombay nine cases and four
deaths; Calcutta 42 and 10; Chittagong
nine and four; Pondicherry one and one;
Madrass one case. Smallpox.—
Bombay one case and one death;
Rangoon two and one; Pondicherry one
and one; Saigon one and one;
Karakchi one case; Madras one case.

Mr. A. G. Piovani, the recently
appointed Manager of the Peninsula
Hotel, has had a varied and consider-
able experience in the Hotel profes-
sion. His father, Gr. Uff. R.
Piovani, known under the name of
M. Renaud, was for a long period of
years a popular figure in London
hotel circles, being General Manager
of the Savoy and Claridge's Hotels
where Mr. Piovani, Junior, lived for
eight years and was thus early in
life made intimately acquainted with
the business in which his father was
such an outstanding success.
Through the influence of his father,
Mr. Piovani was enabled to gain
further experience in most of the
leading Continental Hotels and during
the years 1920 to 1929 received
appointments in the Ritz, Paris;
Palace, St. Moritz; Ambassadors,
Rome; and other establishments for
the élite, schooling which should
prove of inestimable value to him
in conducting the operation of the most
modern and finest hostelry east of
Suez.

returning for a holiday in Eng-
land from South Africa, decided to
overhead a light-coloured parasol
to eliminate harsh contrasts.
Finally, remember that there is no
such thing as a "snapshot" of a
wild flower—not if a combination
of scientific accuracy and artistic
effect be desired.

The Subject.

The "composition" of the subject

is important. Choose clumps of

blooms that incorporate flowers fully

open, full view and sideways, and



"Now go ahead and order anything you like—this is on me."

A Hobby for Hongkong Hikers.

Stalking Flowers With A Camera.

By V. H. C. JARRETT.

Even the possessor of a camera
who is only mildly interested in
natural history, and whose know-
ledge of botany is slight, can derive
a great deal of pleasure from photo-
graphing wild flowers. Nearly
everyone is fond of flowers; those
who are keen horticulturists will
not require much persuasion to see
the treasures of the hillsides the
same beauty as they claim exists
in their gardens. Those, again,
who have "snapped" nearly every-
thing they can think of, may wel-
come a chance of turning to some-
thing of greater permanent interest
than sedoids, groups, or So-and-so
standing in various attitudes or
reclining on a rocky bank.

Sometimes a little manipulating
may be essential, and is legitimate.
Blooms may be brought a little
nearer, and obstructive growth
removed; but in most cases flowers
will, if keen observation be
exercised, be found growing in
situations which give a perfect
picture, in their natural surround-
ings, and the extra trouble in
searching for them is rewarded
with a far more artistic as well as
scientifically accurate photograph.

Hongkong's Flowers.

Owing to space limitations, a
brief summary of some of the many
inviting—in some cases alluring—
wild flowers that can be photo-
graphed during the year, is all that
can be given. The twelvemonth
can be divided into roughly three
periods, for botanical purposes, in
this climate. There is the spring,
from about March to May inclusive;
the summer, from June to August;
and the cold season, from Septem-
ber onward.

A good time to commence taking
photos of wild flowers is February.
The month offers the Chinese new
year flower, *Enkianthus quinque-
florus*, with five pink, bell-shaped
blooms, sometimes covering the
whole shrub. It is a feature of
Kowloon valley, and elsewhere.
Then there are the *Rhododendrons*,
continuing into March and April.
These beautiful flowers, also
termed Azaleas, offer a magnificent
variety, with red, pink, mauve, and
white blooms, according to species.
The red kind, *R. indeum*, common
everywhere, is best photographed
with colour sensitive (panchromatic)
plates and a colour filter, but
most good quality film is partly
colour sensitive nowadays, and
proper attention to lighting and
exposure will give successful results.
The best working distances are
three feet for masses of blooms,
such as *Clematis*, or large flowers
growing on bushes, such as
Melastoma; and twelve inches
(giving approximately half natural
size) for smaller flowers, such as
Arundina, which do not grow very
thickly. It is seldom necessary to
approach as near as six inches
(giving approximately life size),
but sometimes it is the only way to
take small plants such as *Spira-
thes australis*; the little corkscrew
orchid that is found in marshy
grassland in the spring.

The very important question of
exposure will need mention. Always
take as full an exposure, and use
as small a stop, as circumstances
will allow. Avoid direct sunlight.
The best light is obtained on a
bright day with thin clouds over
the sun; but if the sun is blazing
overhead a light-coloured parasol
or the ordinary Chinese paper um-
brilla, can be held over the subject
to eliminate harsh contrasts.
Finally, remember that there is no
such thing as a "snapshot" of a
wild flower—not if a combination
of scientific accuracy and artistic
effect be desired.

The Subject.

The "composition" of the subject

is important. Choose clumps of

blooms that incorporate flowers fully

open, full view and sideways, and

the delightful wild roses, the
white masses of which are a feature
of the roadside from Shatin to
Fanling. At this period the
pretty yellow *Cæsalpinia rugosa*,
in dense spikes, but on a somewhat
thorny clambering shrub, may be
photographed. Common near the
seashore on the mainland, it also
occurs some distance from the sea
on the island, such as along Wong-
chong path.

White Blooms.

April sees many pure white blo-
oms coming into full flower, and
the early honeysuckle, *Lonicera
macrantha*, is common everywhere,
commencing to flower in March;
while the rarer *L. longiflora* com-
mences to bloom in April and con-
tinues into May. A fine plant of this
latter species was photographed at
Sir Cecil's Ride this year. The mag-
nificent white, brown and purple
orchid, *Phaius grandifolius*, must
not be overlooked.

Perhaps the season's most lovely
offering is the *Melodinus*, three
species of which are found in Hong-
kong, one of them somewhat rare.
The month of May sees these
delightfully scented white flowers at
their best, growing sometimes in
masses, where the plant, a climber,
has covered a bush or small tree;
the deeply toothed petal, notched on
one side, is characteristic. It is
found in profusion in such places as
Bowen Road and Sir Cecil's Ride.

Another interesting plant at this
time is *Mussaenda Erosea*, with
small yellow flowers and large
white, leaf-like sepals.

April, and part of May, sees the
bundles of "white bloom" of
Revestia thyrsoides, a small tree
found all over the island. The
flowers resemble *Ixora* (and, indeed,
a close botanical relationship is
provided by *Pavetta indica*, with
white, faintly-scented bunches of
long flowers growing thickly). In
June alone parts of Bowen Road.

May brings the inflorescence of
the fine *Magnolia pubiloba*, and other
large white tree-blooms, as well as
the widespread *Phodomyrtus
tomentosa*, a bush with pink
flowers and edible fruit.

(Continued on Page 7.)

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

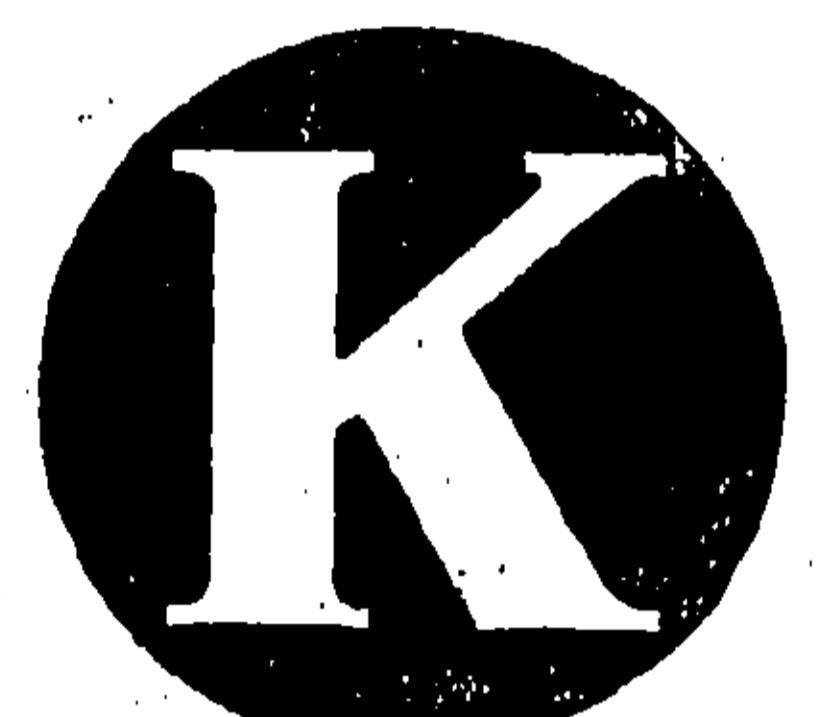
SATURDAY, AUGUST, 8th 1931.

Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.

IMPROVE
YOUR CAR
fit

THE NEW

K.L.G



PLUGS

Obtainable from all Dealers
From Agents:

The Hongkong Motor
Accessory Co.

Bank of Canton Building 1st
Floor, Kowloon Branch:
475, Nathan Road.
(Next to Yau Ma Tei School.)

FOR
ALL
CLASSES
OF

MOTOR
Insurance

WRITE
FOR
OUR
PROSPECTUS

China Underwriters,
Ltd.

HEAD OFFICE
Hongkong Bank Building,
4a Des Voeux Road Central,
Tel. 28121.

TO
ADVERTISERS

All advertising to be
inserted in this Motor
Supplement, must be
delivered not later
than 2 p.m. on the
Wednesday of the
week of publication.

CURRENT COMMENT

Motor Cycle Trial.

Last Monday's motor cycle reliability trial proved a most successful event, and the competitors generally displayed considerable ability in negotiating some of the difficult sections of the route. At the last moment it was suggested that the route from Tytan Fuk to Wong Nai Chung should be abandoned, but the Committee felt that to make any alteration at the moment when competitors were ready to start, would only create confusion. It was therefore decided to warn each rider to exercise the greatest care when climbing the track in question, and, doubtless, that advice was greatly appreciated. True, there were a number of spills, and although such mishaps may seem to be dangerous, there is not the risk in a skid or fall, providing the rider knows his mount, and is experienced. The competitors were sportsmen, one and all, and acquitted themselves well. Under Inspector Alexander, the Traffic Police co-operated in splendid manner, members of the force even covering the route to assist where necessary. The St. John Ambulance Brigade provided most valuable service at various points, while the officials and marshals conducting the Trial carried out their duties most thoroughly. From every aspect, the organisation was excellent, and it is expected that, as an annual event, Hongkong's Motor Cycle Reliability Trial will become most popular and important.

The Hillman Wizard.

Motorists will be interested to hear that Messrs. Hillman & Co. Ltd., have received the first shipment of the Hillman cars which have created a sensation in European motoring circles. Known as the Hillman Wizard, the manufacturers have built a vehicle which incorporates the very best engineering principles, and which give excellent performance combined with economy. The leading motoring critics at home have been loud in their praise of the "Wizard," emphasising the comfort, roominess, compactness, construction and reliability. Speeds of over a mile a minute are easily reached, and the acceleration is described as "vivid." We shall give further particulars next week.

WASTES PETROL.

Slow Spark Timing Uneconomical.

BETTER MILEAGE.

It still is wise policy to avoid tampering with the carburetor until every other means of boosting the engine's petrol mileage has been tried. The carburetor usually is least to blame, and many troubles can follow an improper adjustment.

One owner tried all kinds of adjustments in an effort to increase the mileage of a light six from twelve to what would be normal for a machine of this type. He succeeded only in making matters worse, because he did not suspect that mileage loss was due to the spark timing being late. It is an easy matter to make this mistake, because usually when timing is slow an engine will seem to be powerful enough, provided the owner does not happen to try for speed.

Some of the best hill-climbing machines are a little slow on spark timing. They will also run very slowly in high gear, but will be found to be very deficient in high-speed performance.

FINAL PREPARATIONS AT THE RELIABILITY TRIAL.



The above pictures show competitors who took part in Monday's motor cycle reliability trial carrying out final adjustments and passing the police braking test, prior to starting off on the route. (Photo: A. Fong).

ARE BRITISH CARS BEST?

The Danger of Misleading Headlines.

DEFENCE OF THE HOME PRODUCT.

Taking exception to a headline appearing recently in a British Magazine, the article having been written by Sir Malcolm Campbell, H. C. Latone, quoting Sir William Morris, regrets the incident. The headlines were:—"British Car Drivers Best, But British Cars Are Not." The article which followed, written by Sir Malcolm Campbell, consisted of an admirable description of the second day's racing for the Irish Grand Prix in Phoenix Park. That day's event was won by Sir Henry Birkin, driving an Alfa-Romeo car.

However, Sir William Morris makes so many excellent points that his views are worthy of publication in full. They are as follows:

"The statement recently made by Sir Malcolm Campbell and headed 'British Drivers Are Best, But British Cars Are Not' is, I feel sure all will agree, unfair to Britain, and literally untrue.

"Sir Malcolm deplores the fact

that no British manufacturer to-day is building special racing cars for British drivers to handle. Surely it is more important, in these days of difficult trade, for British manufacturers to devote their energies towards the production of successful touring cars, thus benefitting the public and giving employment to British men?

"A special racing car bears little or no resemblance to cars that are habitually used on public highways. In direct contradiction to Sir Malcolm's derogatory statements in connexion with the Irish Grand Prix, may I point out that the foreign cars that led on the second day cost upwards of £2,000 apiece? The British M.G. which actually won the race on handicap, and the British Talbot (which came in third on the second day and which, like the M.G., ran non-stop throughout) are models developed from cars that are in quantity production and which can

be bought by the public. The prices of these British cars are also less than half those of the special foreign cars.

"Sir Malcolm Campbell knows perfectly well that British engineers were entirely responsible for producing the engine and chassis on which he put up his magnificent world's speed record.

"British engineers have proved

that when sheer speed is required they can produce machines that are supreme. Britain to-day holds world speed records on the land and in the air; but to build entirely special road-racing cars to-day is, in my judgment, an uncommercial proposition, and if Britain is to regain her industrial supremacy she must be guided by industrial and not by purely sporting considerations."

Part of the foregoing statement

was published in our contemporary, together with a rejoinder by Sir Malcolm Campbell, who is reported to have said: "I certainly wrote the article, but the headline, 'British Drivers Are Best, But British Cars Are Not,' was not my headline. I would never dream of saying that, because I regard British cars as best and I have always said so. In touring cars Britain leads the world, but in super-special cars, like the Alfa-Romeo, other countries are ahead. If only British manufacturers would turn their attention to the supersports type of car, I am sure they would beat the whole world."

Sir Malcolm's words make quite

clear the extent to which his previous observations were meant to apply.

He might, however, have

gone farther and said that, when

the famous British firm—Bentley

Motors, Ltd.—saw fit to enter for

international races what may be

described as "super-special"

sports cars, there was seldom any

reason for British drivers who

could obtain a Bentley "wheel" to

go elsewhere.

State Subsidies.

He might have added that, if persistent rumour is to be relied upon, certain foreign Governments help materially to solve the financial problems that face their manufacturers who devote much attention to the racing of their

AND NOW FOR THE 1932 HARLEYS

OUR FIRST SHIPMENT
OF THE 1932 HARLEYS
IS ON THE WAY

PRICES
ARE
GREATLY
REDUCED!

BOOK
YOUR
TRIAL RUN
NOW!

THE GASCON MOTOR CO.
2, Kwong Wah Road, Kowloon.

Your car need never LOOK OLD

Simoniz will keep any car looking new through thousands of driving miles. The original beauty comes back at once when you use the wonderful Simoniz Kleener. Then Simoniz side spark plug and provides mighty protection for the finish. The sooner you Simoniz the better.

THE SIMONIZ COMPANY, CHICAGO, U.S.A.

SIMONIZ
THE GUARDIAN OF MOTOR CAR BEAUTY

Obtainable from all Dealers—
HONGKONG MOTOR ACCESSORY CO

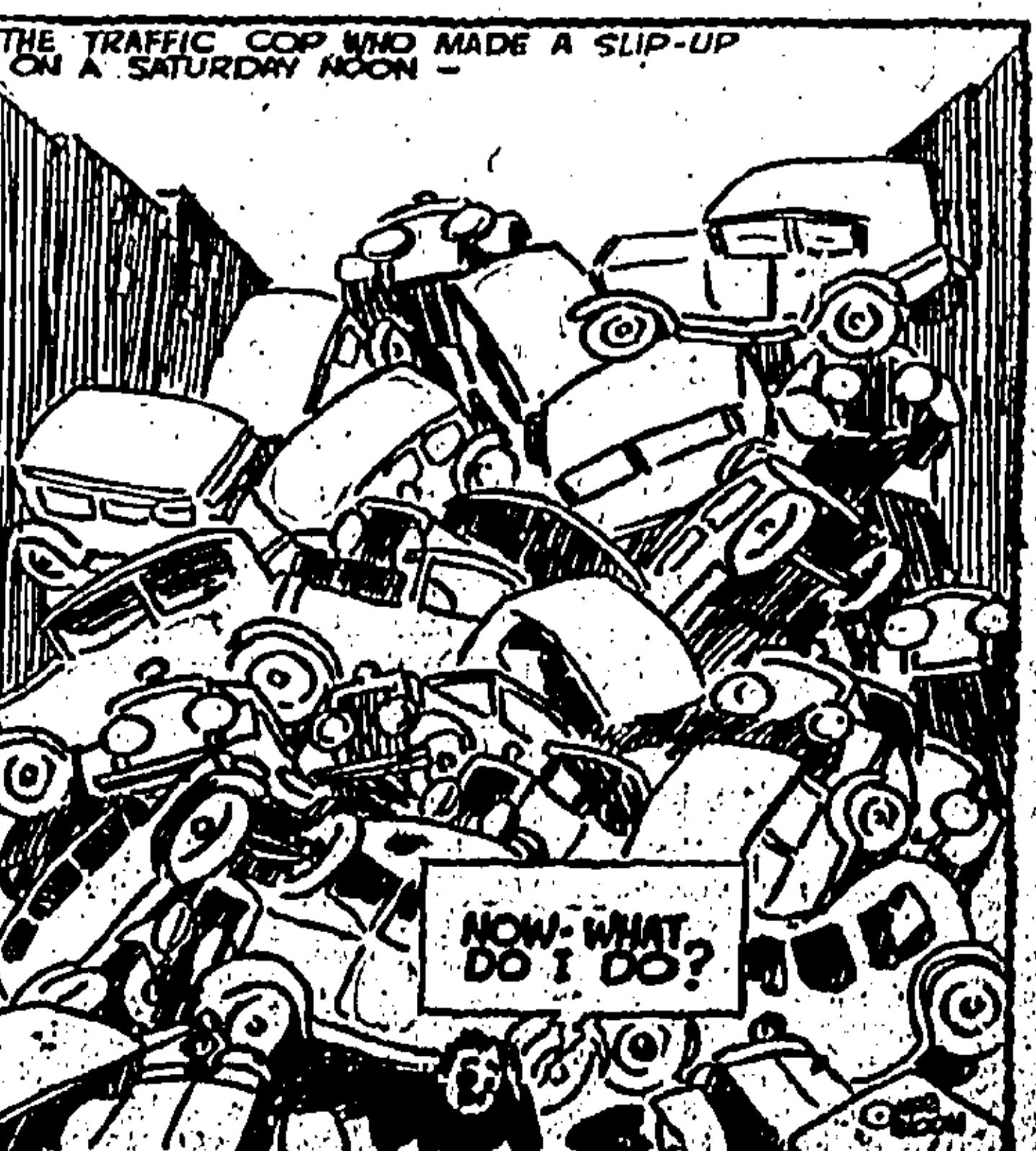
Sole Distributors: Bank of Canton Building.

cars. If our own rulers were to adopt a similar line a number of British concerns would re-enter the racing arena with no less success than they enjoyed in years gone by.

"I was more than gratified to read Sir Malcolm Campbell's reply to my criticisms of his statement," said Sir William Morris to me. "I count Sir Malcolm Campbell among my best friends in the motor world, and could not conceive that he could have meant that which the headline inferred, but my criticism in the Press was my only way to correct such a business to-day.

"Therefore, if special racing cars are to be built for any particular race, the firm or firms who construct them should be financed from an outside source."

SUPPOSE WE ALL OBEYED—



TRUST A THORNYCROFT WITH YOUR TRANSPORT

DEAL DIRECT.

THORNYCROFT**SIX-CYLINDERED
COACHES & OMNIBUSES
MOTOR VEHICLES**

Pioneer Manufacturers of Commercial Motor Vehicles

**4 or 6 Wheels****4 or 6 Cylinders****30 Cwt. to 10 Ton Loads****20 to 70 Passengers****JOHN I. THORNYCROFT & CO., LIMITED**

Pioneer Building, Nathan Road, Kowloon.

TEL. 56752.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

"VAPOUR LOCK."Research Reveals Ways
of Preventing.**USEFUL HINTS.**

[By Israel Kroll.]

Completion of a detailed investigation into the mysteries of "vapor lock" by two research engineers of the U. S. Bureau of Standards may be of interest to the motorist, especially since their findings give the causes for this frequent, summer trouble and point out various ways of preventing it.

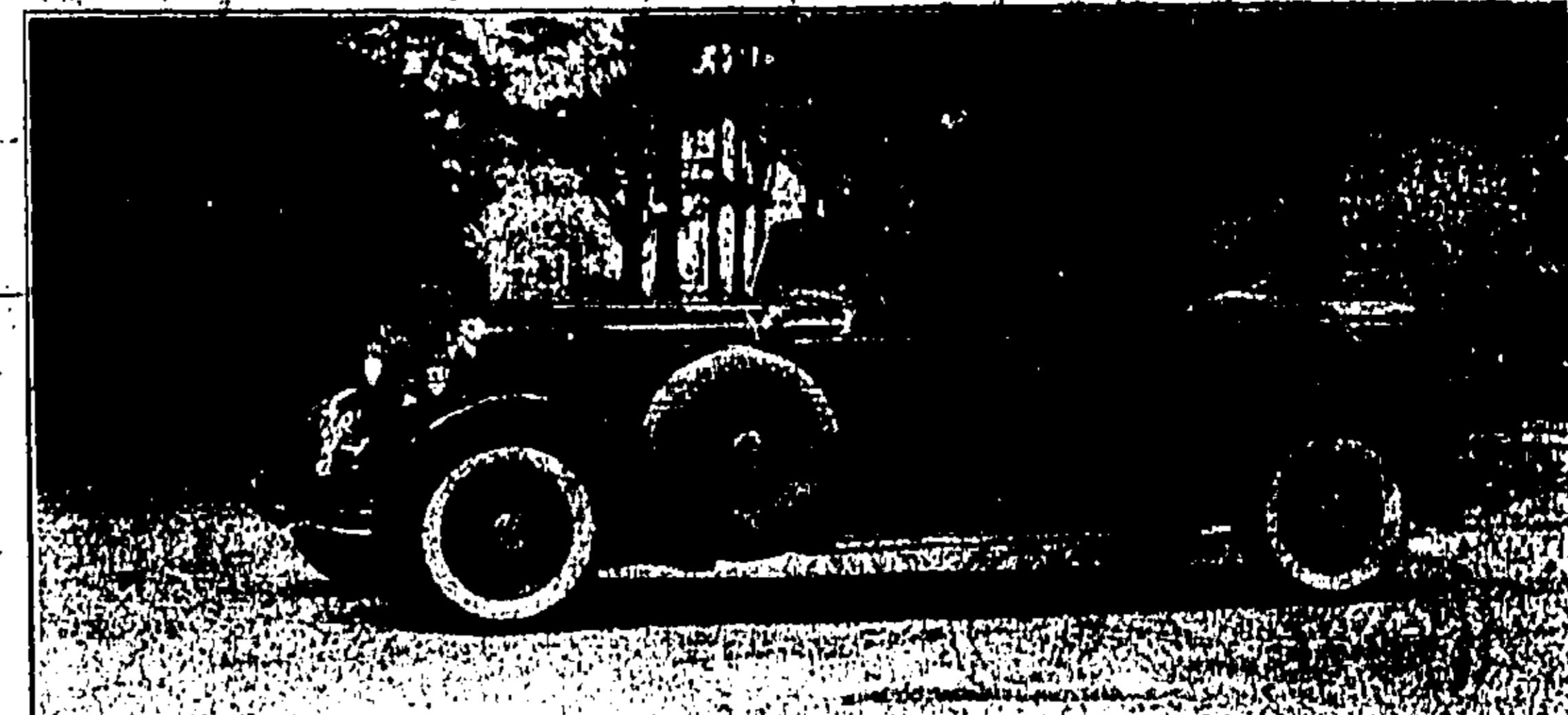
These scientists, Oscar C. Bridgeman and Hobart S. White, reported their work at the recent meeting of the Society of Automotive Engineers at White Sulphur Springs. As a result, future automobiles may incorporate their suggestions for improvements, especially in the fuel line system, so as to avoid this difficulty henceforth.

While we are driving around in cars that become subject to vapor lock, however, we should at least be apprised of the causes and cures for this trouble.

Bridgeman and White define vapor lock as "boiling of gasoline in the fuel feed system causing interruption of fuel flow with resultant engine stoppage."

Since gasoline is now being refined with higher vapor pressure, in response to the demand for such faster running engines, vapor lock has become a particularly annoying problem. For it is pointed out that the higher the vapor pressure of the gasoline, the lower is the temperature at which boiling commences.

Fuel engineers have been trying to find a compromise by which vapor pressure may be kept low and the fuel still answer the demands of the modern engine. But a real help toward solution of the problem of vapor lock will come in redesigning the entire fuel feed system in such a way that the vapor pressure of gasoline may be raised

THE NEW LINCOLN SPORT PHAETON.

A new sport phaeton has been developed on the new Lincoln 145-inch free-wheeling chassis, the Lincoln Motor Company announces. Low-slung and rakish, this new open sport type is expected to be a familiar sight around country clubs and fashionable beach and mountain resorts during the summer. Two developments of this type have been made, one with the other without a tonneau cowl.

In general lines, the new car is smart in appearance, with a top of new design and new type wind deflector glasses to carry out its note of freshness. The top ends and the efficiency of the fuel increased.

In redesigning the fuel feed system, the two U. S. engineers suggest running the fuel line along the outside of the frame channel, rather than inside. This will reduce the temperature of the gasoline in the line by more than half, both at high speed and in idling after a speed run, and it would therefore reduce considerably the tendency toward stalling from vapor lock.

Besides this major change, they advise insulating the fuel feed line against the heat of the engine, reducing the heat conduction from the engine to the fuel pump by finding a more suitable location for the pump such that it will be cooled by

the air stream, and further assuring a cool pump by insulating it from the radiant heat of the engine.

It is expected that these suggestions will soon be taken up by the automobile manufacturers and will bring about considerable improvement in the 1932 cars.

Meanwhile, it is best for the motorist to consider present design and be prepared for such trouble as vapor lock. This comes particularly in warm weather and at higher altitudes where the temperature at which boiling occurs is lower than at sea level.

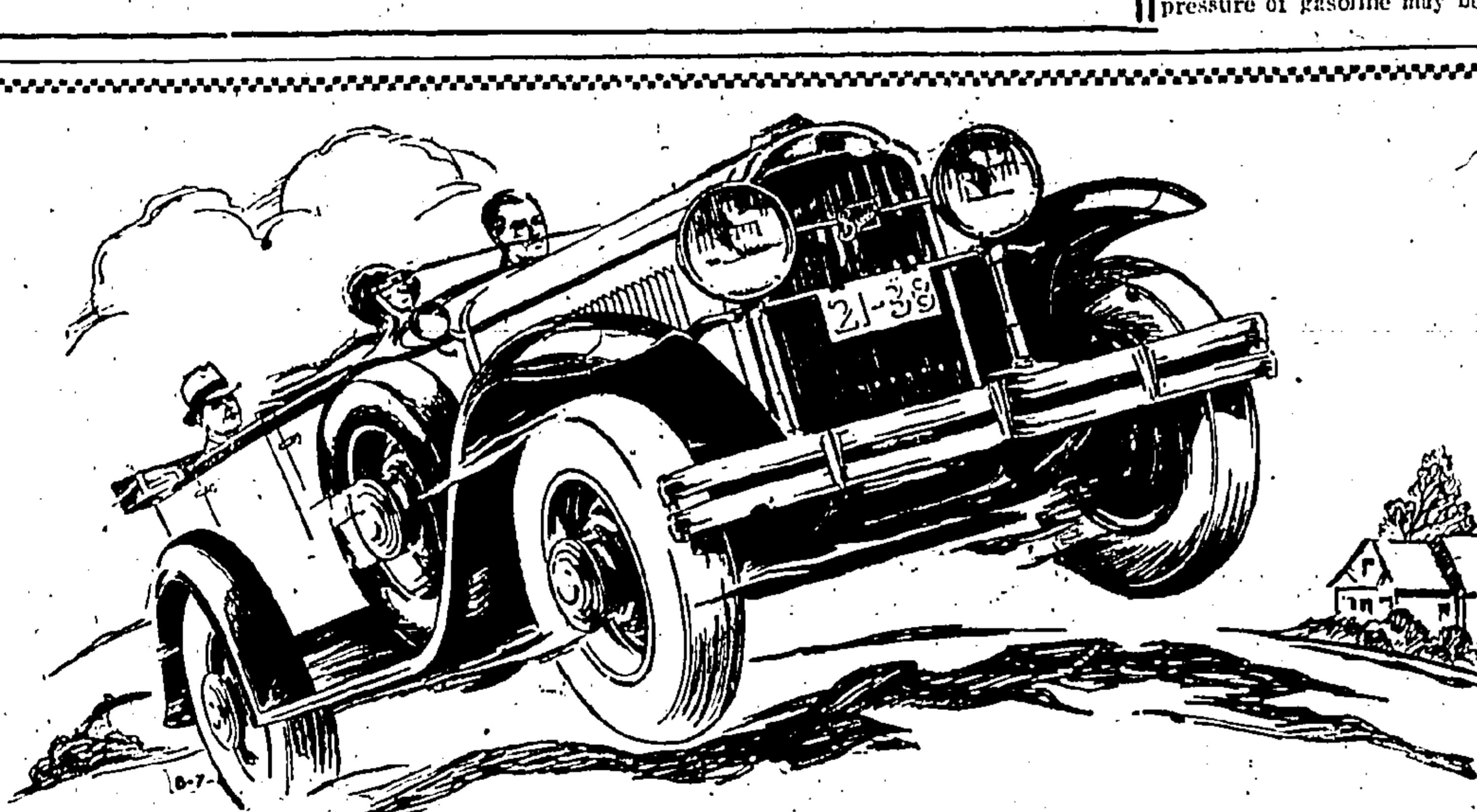
Motorists who are used to driving at low levels should remember this when they go touring over the mountains. Climbing any steep, long incline will raise the temperature of the fuel in the feed line and will cause the same stalling trouble that speeding steadily at 40 miles an hour on the level will.

The only cure for this trouble, when it occurs, is to shut off the motor and wait a while until the fuel has cooled off somewhat.

A temporary means to prevent vapor lock is to put a sheet of asbestos between the engine and the fuel pump or vacuum tank and to cover the fuel feed line, especially along the front of the chassis frame, with asbestos.

EASY FOR THIEVES.

Automobile thieves average 12 cars a day in London.



"This is the rough, bumpy road on which I wanted to demonstrate the smoothness in the new Buick."

"Yes, it certainly is a terrible road, but this Buick travels along with almost boulevard comfort."

That's just what you'll say when you ride in the new Buick Eight in a line. No matter how costly the car you may have traveled in—you'll be amazed at the riding comfort of this new Buick. Hundreds of thousands of people knowing Buick's quality in the past will buy this new Buick without even a demonstration. They have confidence in Buick.

Its valve-in-head Eight in a line engine—with its four point rubber insulated mountings new and stronger frame—new hydraulic shock absorbers with their new mountings—improved body mounting—all contribute in no small measure to this phenomenal riding comfort.

Why not let us take you for a drive in one of the four series of Buick great Eights—and let you see for yourself how much more Buick gives for less money?

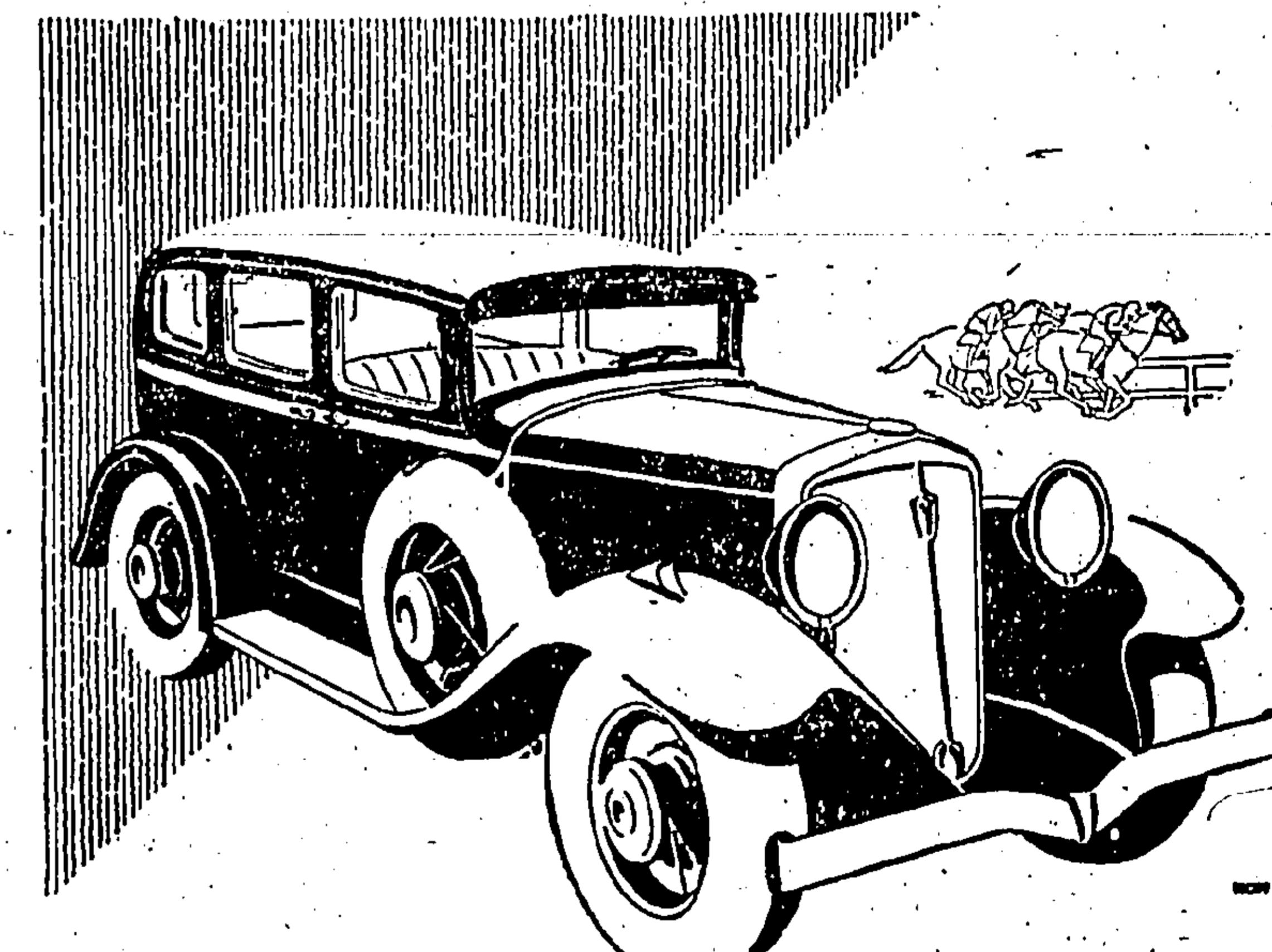
THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE 30228.

38, WONG NEI CHUNG ROAD, HAPPY VALLEY.

BUICK 8
The Eights with Buick's Prestige.

114" Wheelbase Buick Models	HK\$6,955 to HK\$ 7,525
118" Wheelbase Buick Models	HK\$8,275 to HK\$ 8,775
124" Wheelbase Buick Models	HK\$9,820 to HK\$ 9,980
132" Wheelbase Buick Models	HK\$9,820 to HK\$12,295

**free wheeling --- new motoring**

HERE is the newest thing in motoring... free wheeling! Here is luxury of movement free of engine effort... the smooth silken silence of momentum's wingpower... free wheeling! Introduced and sponsored by Studebaker, this epochal engineering achievement is matched in three champion Studebaker Eights-by coachwork and appointments of arresting grace and beauty. Free wheeling utilizes momentum to make your motoring restful beyond belief, thrilling-beyond comparison. It enables your engine to "rest" two miles out of every ten, saving 15% to 20% in petrol and oil. Enjoy today in one of these great Studebakers, what every car must offer tomorrow.

All new series Studebakers have Free Wheeling with one gear change lever—engineered as an integral part of the chassis.

THE HONG KONG HOTEL GARAGE

25, Quon's Road Central.

and at STUBBS RD.

The Hong Kong & Shanghai Hotels, Ltd.

(Incorporated in Hongkong)

STUDEBAKER

MODERN DRIVERS' FAULTS.

Selfish and Over-Confident Motorists.

[By Chiltern.]

During a recent train journey, my companion, a British traffic expert, was rather severe on slow-moving car drivers, and said a number of traffic chiefs were with him in desiring a minimum speed limit as means to relieve traffic congestion.

He was also rather severe in his remarks about modern drivers, and showed that he belonged to the school which thinks the standard of driving nowadays bad.

He predicted a time when trunk roads in Britain would all have a white line or other driving device keeping each line of traffic separate from the other, with a section set apart for vehicles driven at less than 30 m.p.h.

I believe he is right in regard to arterial roads being divided into one-way paths for traffic.

Nor do I agree with him that the standard of driving is bad nowadays, though he said that much of the present-day driving was so thoughtlessly relaxed as to be dangerous. I would have agreed with him.

Thoughtlessness, over-confidence, and selfishness in driving I believe to be responsible for a considerable part of the road trouble of to-day.

Like Mild Hooligans.

Week-end and holiday times are the periods when these three faults are mostly displayed. Then one sees cultured men and women, completely forgetting their training, behaving like mild hooligans at the wheels of cars.

To take a few of the varieties of thoughtlessness and selfishness so often encountered nowadays.

There is the man who drives well away from the left-hand side of a main road at 28-30 miles an hour. It is his idea of safety. He may be right, but by doing this he is selfishly making a road that should hold four lines of traffic a twoline, or perhaps a threeline, highway.

He forces others who want to get on to wait and the hasty to take the risk of overtaking him on the left-hand side or to go over to the wrong side of the road in passing.

If this does not happen through his selfishness, something equally bad does. Cars behind him take up station on his tail until 20 or more are held up, for no one without the acceleration of a racing car dare risk overtaking a line of five or six cars honk to tail.

Some may say that the motorists who hang on to the man's tail were thoughtless also, because they ought to leave a space of two car lengths

Observance Act applies to garages; for it is most extraordinarily difficult to find one with a mechanic on duty on the seventh day. Now that surely is a fundamental error, for Sunday is the day for motoring, and, therefore, the day when there is the greatest demand for on-the-road service.

Garage people should look upon themselves as the servants of the motoring public, not their masters

so frequently the attitude of the

gentlemen who, in their Sunday

serge, stroll out in response to

your angry honking.

No doubt there will be a great change for the better everywhere as soon as someone starts a chain of really first-class service stations on the popular roads, but I cannot for the life of me understand why there should be such a disregard—almost a callous disregard—of the chances of profit as exists at present.

Nor can I understand why any petrol station should pretend to be a pagoda or something else that it isn't; nor why some offer you tea when you would gladly give the price of a good dinner for an expert opinion on the state of your clutch.

If tackled with this dangerous rudeness he would probably say he was avoiding the reverse camber, but the modern car will take reverse cambers safely at higher speeds than the average man travels.

Under the Road Traffic Act, ignoring a white line can bring about a prosecution for dangerous driving, and the police of many countries will probably this summer give a court lesson to many such offenders.

Then there are the cross-roads, question any motorist and he will readily reply that accidents should be avoided at all costs, but, judging from observations at cross-roads and road junctions at Whitsun, it would seem that not all motorists hold that view.

What is the singular psychological change that sets in when a man takes over the wheel of a car?

Talk to him away from his car, and he will say that a crossing or road junction of any kind must be taken at a speed at which another motorist, doing a reckless thing could be avoided.

But how many do approach these crossings and junctions with their minds concentrated on the possibility of meeting the unexpected?

With the holiday season beginning the highway is no place for thoughtlessness or selfishness.

MASQUERADE GARAGES.

Offering Service to Patrons.

COURTESIES TO THE OWNER-DRIVERS.

The survival of the ancient British institution of a couple of petrol pumps, a shed, a man and a boy masquerading under the name of garage is a perpetual source of wonder to American visitors. Here and there, outside London, if the motorist is unfortunate, he encounters a service station which justifies its titular dignity.

He runs his car in; a courteous assistant awaits his order; the car is immediately taken in hand by quick-moving mechanics, and within half an hour the trouble, if not a major one, is put right and the car returned to the owner.

How can it be measured, the peace of mind which comes to him who is conscious that his car has been passed out by a blue-overalled expert as entirely fit to take the road once more? asked a writer in the *Evening Standard*.

And it is usually only a small matter that leads the owner-driver to seek the help of a garage. It may be the suspicion that there is undue play in the steering gear, or the certainty that the brakes are not so good as they should be.

It may be the sinister behaviour of a rattle, or an unaccountable squeak in the darker regions of the chassis. It may be pure imagination—often it is, in the first few months of a motorist's career, as we all know—but still, who would not confess that half-a-crown paid to the service station for an inspection is a bargain price for tranquillity of mind?

Service Stations not Merely Petrol Sellers.

I suggest, therefore, to those garage-proprietors who regard motorists as merely people to whom they can sell petrol, to visualize them as the weak and

Application of Recent Sunday Observance Act.

Last of all, it would be interesting to know whether the Sunday

AMERICA'S BABY CARS.

Three Midgets Now Marketed.

LOW PRICES.

Midget motoring in the United States has set 1931-32 for its greatest advance. Behind the scenes preparations have been completed to augment the present single bantam car with two others and, in addition, midget models are known to be under study in the laboratories of some of the most important manufacturers.

The Victory, from Martin Motors, Inc. and the Littlemac are the two destined to join the Austin. The design of both has crystallised. Specifications have been determined, and orders placed with parts specialists. Dealer organisations are being formed, and dies, jigs, and tools now are being rushed to permit production in quantity.

A fourth small car, the Mathis, though slightly larger than the others, is uncertain as to its fate in the immediate future. It was originally announced for production by the Durant Co. this year as the American version of a popular French small car product.

To Sell For £40.

Martin Brothers' midget attracted public attention in 1929, when models of it appeared with the announcement that it was to sell for £40, and was to be delivered in a packing box, which could be used as a garage. The first car embodied a number of interesting features, and was submitted to demonstrations of its abilities.

In some respects, however, it was an improvised creation, and considerably different from the form in which it is now to be offered, although a number of novel features, devised by its inventor, Captain J. V. Martin, have been retained.

The Littlemac, the other new bantam now getting into production at Muscatine, Iowa, is of more conventional design. Its price, £58 for the single coupe model,

puts it in a tier above that of the Victory, which is to sell at a base of £50.

The Victory line is the smallest of the midgets. Its wheelbase is 75 in., compared with the 78 in. of the Austin, and the 82 in. of the Littlemac. It weighs, in the standard coupe model, about 8½ cwt. The weight of the comparable Austin body type is 10½ cwt., and that of the Littlemac slightly more.

In tread width the three cars vary considerably. The Littlemac is the smallest in this dimension.

It is 42 in. wide. The Austin is 42 in. and the Victory 53 in.

The Austin has the smallest engine. Its power plant has a bore of 2.2 in. and a stroke of 8 in., giving a piston displacement of 46.8 cubic inches. Its rated horse-power is 7.8 and brake horse-power is 13.5.

Economy of Performance.

The engines of the Victory and Littlemac are made by Continental. The Victory has a piston displacement of 78 cubic inches, a brake horse-power of 30, and a rated horse-power of 14. An 87 cubic inch motor powers the

Littlemac, and delivers 30 brake horse-power. The bore and stroke are 3½ by 4½ inches. The engines in all three cars have four cylinders.

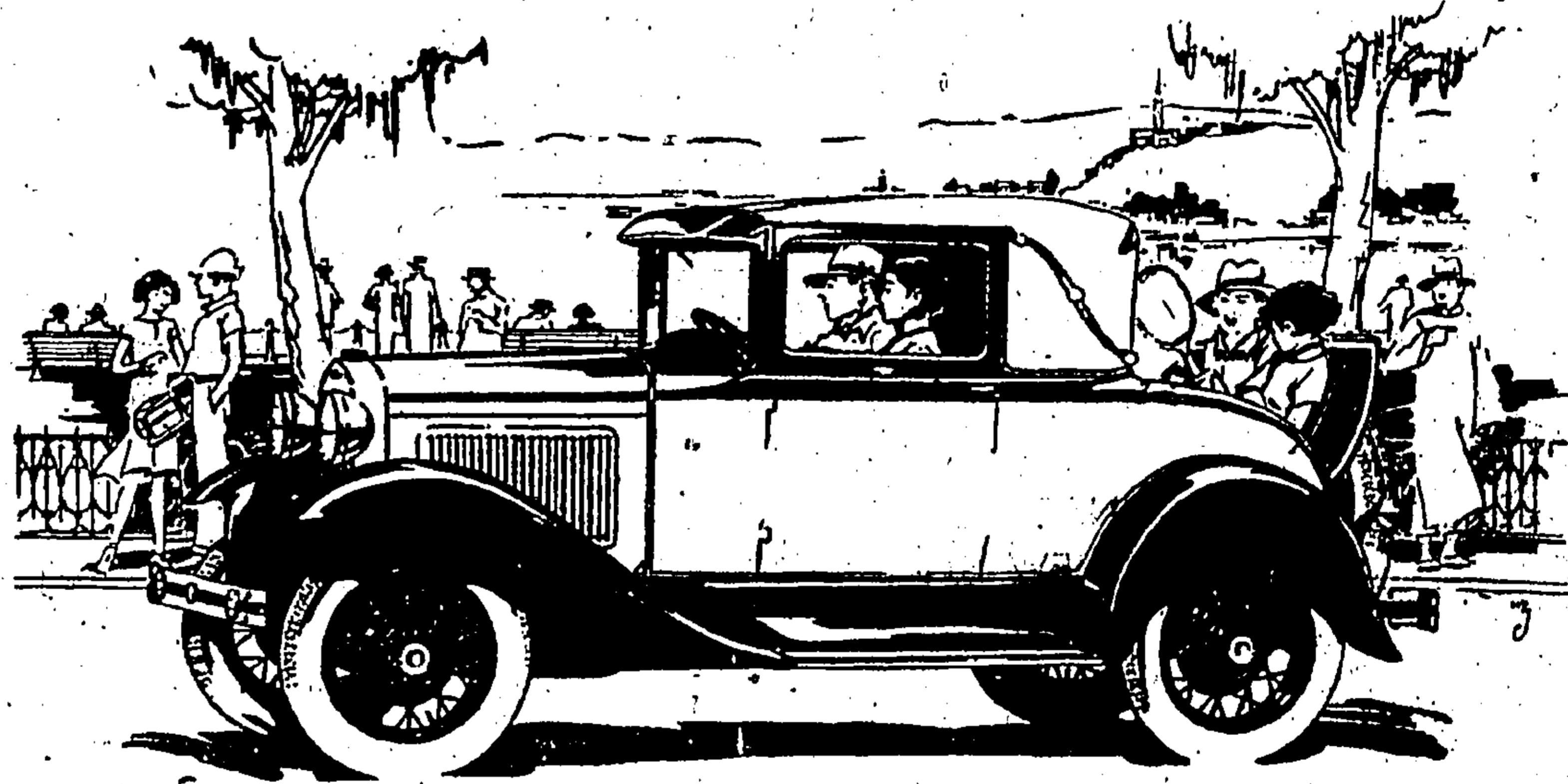
All of the midget models, including the Mathis, have but a single seat. The preferred body style is the coupe, although this year saw the Austin appear also as a roadster. The sole Littlemac model is a coupe. The Mathis has been designed in two coupe forms, a standard and a de-luxe model. The Victory offers three versions of the coupe, a standard, a de-luxe, and a convertible.

Austin, Littlemac, and Victory are, or will be, offered in commercial types. Similarly is noted in the claims of the makers of the midget cars regarding economy of performance.

TRUCKS HAUL STOCK.

Motor trucks hauled about 12,522 rail carloads of livestock into Chicago markets in 1930, an increase of 25.6 per cent. over the 1929 figure.

CHUMMY BEAUTIFUL ROOMY



THE NEW FORD SPORT COUPE

Large Room—seating capacity and comfort are all outstanding characteristics of the New Ford SPORT COUPE—and you have them all in addition to its beauty—it's chummy atmosphere and appearance and its wonderful performance.

The wide front seat and the comfortable roomy rumble seat easily accommodate four, with room to spare—making it the ideal car for the motorist who but occasionally requires the greater capacity of the Sedan.

The specially designed sport top, the long graceful lines—the deeply-cushioned seats, the sport treatment throughout the interior and countless other appointments give the

impression of a custom built car—distinctive—beautiful.

And, of course, the well-known Ford Standard features are to be had also in the Sport Coupe—the powerful Ford motor—the Triplex shatterproof windshield, the completely enclosed four wheel brakes, the four genuine Houdaille shock absorbers, the contamishable bright parts of Rustless Steel—all features which have made Ford Motor Cars "A Value Far Above the Price."

Give the Sport Coupe a trial. It will cost you nothing, and you will be surprised with results!

Authorized Dealer:
WALLACE HARPER & Co., Ltd.
745, Nathan Road, Mongkok, Kowloon.

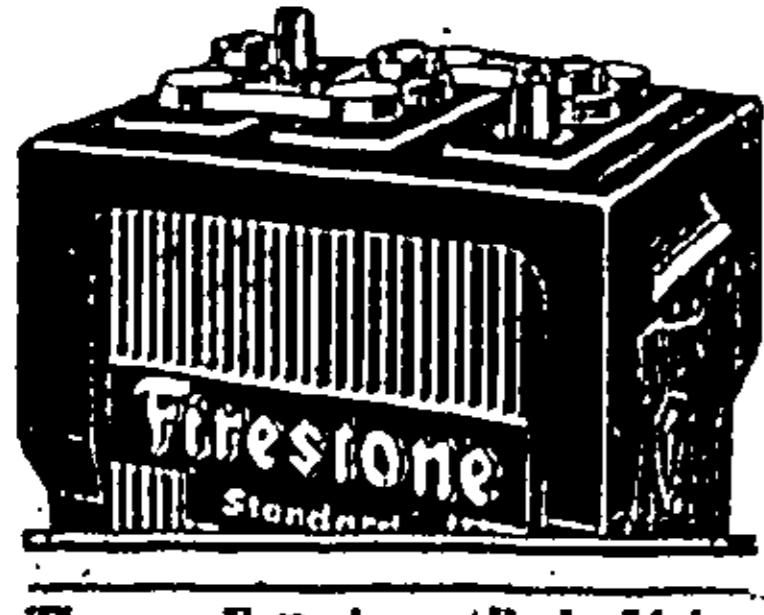
Authorized Service Dealer:
IDEAL MOTOR CAR Co.
416/20 Lockhart Road, Wan Chai.

FORD MOTOR COMPANY, EXPORTS, SHANGHAI

FREE
Firestone
STANDARDIZED
BATTERY
SERVICE

1. Test battery with hydrometer.
2. Add approved water if needed.
3. Clean top and terminal posts.
4. Tighten and grease terminals.
5. Inspect and check cables.
6. Tighten hold down clamps.
7. Check generator charging rate.

It is easy to neglect a battery until it gives trouble, but this is costly and dangerous practice. You carry no spare battery and should protect the one you have.

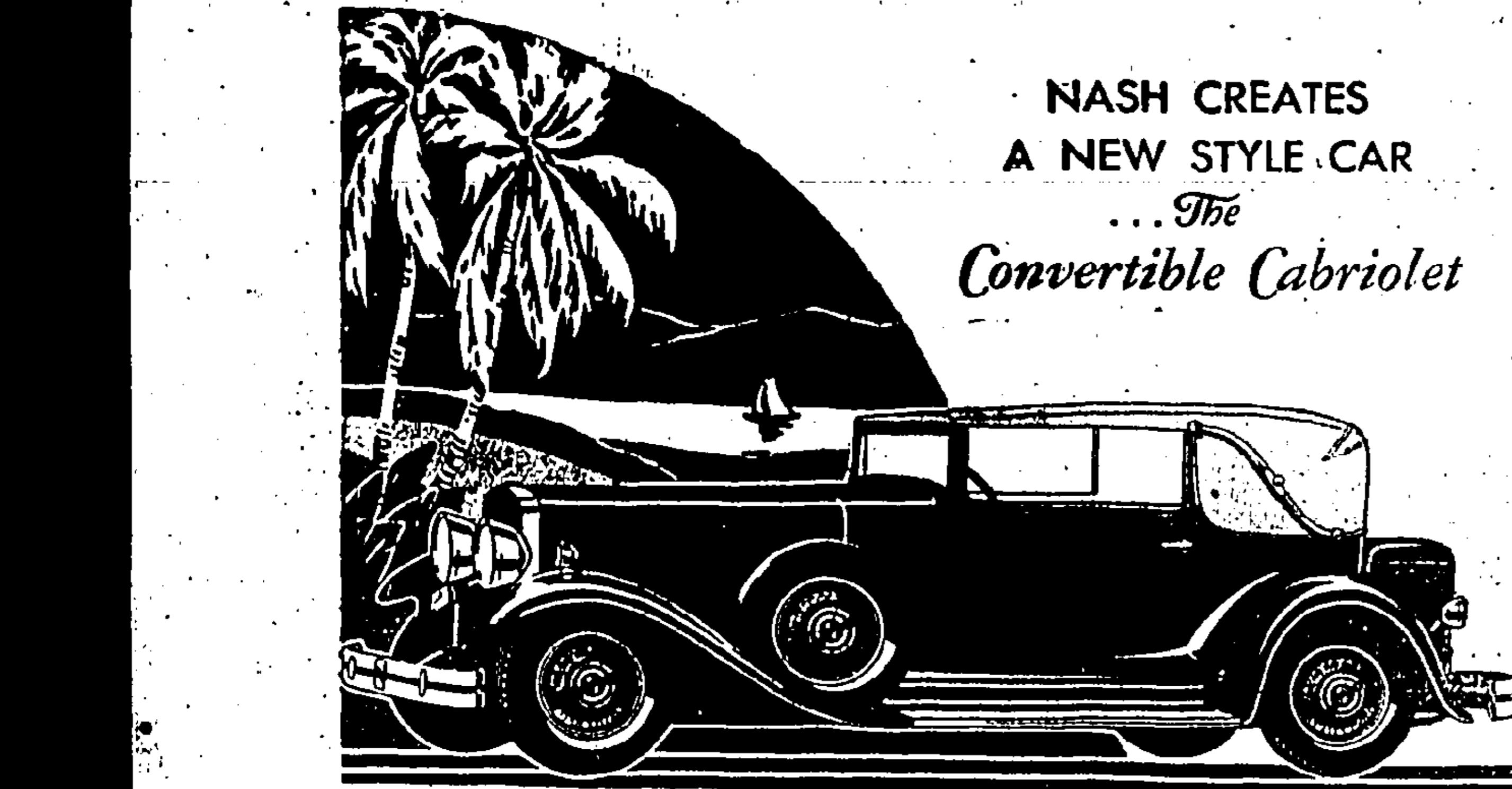


The Dragon Motor
Car Co., Ltd.

Telephone 30228

33, Wong Nai Chung Road, Happy Valley.

A three-wheeled auto, the B. S. A., is catching on in England. It has two wheels in the rear and one in the front. It sells for about \$500.



THE thrill of the open road is yours again with the smart new Nash Convertible Cabriolet for four passengers, portrayed above and at the right. This dual-purpose car which may be changed quickly from a snug, winter-proof enclosed model to a dashing, top-down touring car for tropical use—and vice versa—was designed primarily for motorists who love sunshine and beautiful scenery. Nash offers this beautiful new model in the Eight-81 and the Eight-71 Series. Each car represents an entirely new value, and now brings to the moderate price field, a popular, although exclusive, body design previously found only

in expensive custom-built cars costing two or three times as much.

The outstanding success of the new Nash Convertible Cabriolet indicates its preference among thousands of motorists who, tired of the confinement of the conventional sedan, eagerly awaited the new style car introduced by Nash and priced so low that all may now own what once was available to only a favored few.

THE ORIENTAL MOTOR CAR CO.,

303-9, Hennessy Road. Tel. 20406.
HONGKONG.

THE
NEW

NASH



HIGH GRADE SMALL CARS.

Where Britain is Supreme.

In the last year or two a number of new car models have been announced with a power unit of a size larger than their predecessors.

This has been taken advantage of by a number of experts to force larger-powered cars and to decry the small car. My taste runs to large, fast cars, and I am, therefore, not against large engined cars, but I feel it is neither fair nor reasonable to let insinuations against the cheap car of motoring go unquestioned.

One thing only remains to be found to bring this about. That is, a lighter form of easy gear-change device suitable for cars of 10 h.p. and under. Given that, the present popularity of the excellent small British cars of 10 h.p. and under will be small compared with their future popularity. The type is as reliable, speedy and sturdy as its bigger brothers, and its comfort has been improved out of all knowledge during the past two years.

In initial cost and cost of upkeep it has all other types beaten easily, and the statement one sometimes hears, that the saving in initial charges between a small car and a bigger car is more than offset by the expense incurred in service charges is not justified.

I doubt whether an alteration in the horse-power tax, even the abolition of the tax, will ever result in the British motoring public turning from the small car to the larger car. It may mean that the 'little' 'sevens' and 'ights' will lose some measure of their popularity, but, I believe that, in Britain, the most popular type for several years will be the 10 to 12 h.p. with 16 h.p. figured as a 'big' car, and expected to give that 'delightful feeling of ample reserve' which the advocates of the 25 h.p. and 30 h.p. now talk about.

The British 'Baby.'

Let us be fair and admit that, comparatively, the world holds nothing so good as the British 'Baby.' An 8 h.p. saloon can be bought for about £130. Tax and insurance are low, maintenance is low, running is as low as 5s. a week, fuel gives 40 m.p.g. (even with a heavy-footed driver), lubrication is somewhere about 1,500 miles a gallon, tyres are long-lived, and road performance is high.

Some advocates of the large car, in scoffing at the small car, have made ridiculous comparisons between a 16 h.p. and an 8 or 9 h.p., and have spoken as if every ordinary 16 h.p. car will do 50,000 miles without decarbonising, while an 8 or 9 h.p. is laid up every 2,000 miles.

Two things the British buying public want before all else, firstly, they want a car of the lowest horse-power and maintenance cost to do their job of transporting the family.

Three years ago, taking capital and depreciation in costs as well as all other things into account, an 8 h.p. car normally cost 3½d. a mile to run for 10,000 miles a year. It should be cheaper still, now. C. in Exchange.

BLINDING LAMPS.

Suggested Amended
Regulations.

HIGHER EYE-LEVEL.

(By John Prioleau).

In their amendments to the Draft Road Vehicles Lighting Regulations submitted a few days ago to the Ministry of Transport, the Royal Automobile Club have made some valuable suggestions which, it is to be hoped, the authorities will seriously consider. To begin with, they argue that the word "blinding" is a better definition of the trouble and danger caused by uncontrolled lights of high power than the old one "dazzling." It is their view that the word "dazzling" is indefinite and covers both the inconvenience and the danger caused by headlights—two totally different matters. It is obvious that the new regulations are to be directed primarily against the danger of "free" beams, the inconvenience being of much less gravity. As the amendments phrase it, "it is only the blinding effect which is dangerous, and it is that which should constitute the offence."

"Dazzle" and "Blinding."

We have been so long accustomed to accepting the definition "dazzle" as covering the whole question that at first the distinction may not be obvious. Yet there is a considerable difference between the two, and it is well that the attention of the public, as well as of the Ministry, should be drawn to it. It is quite possible to be slightly or momentarily dazzled by oncoming lights without any risk attaching to either party. A properly-designed lamp, with controlled beams, may produce a passing dazzle at a distance of say 200 ft., but the point at which it does so is so limited that no danger to anyone results. The effect is past

almost as soon as it is felt. It would

obviously be ridiculous to frame regulations which forbade the use of such lamps when, in other respects, they fulfilled all requirements. As the R.A.C. remarks, it is obviously desirable that there should be as little ambiguity as possible in the wording of any regulation an infringement of which may lead to a prosecution.

A Higher Eye-Level.

The second amendment deals with the design of lights, and is the most interesting and practical of the four put forward. The draft regulations, lay it down that the illuminating beam must not be higher than 2 ft. 6 in. from the ground, at a distance of 25 ft. from the car. As anyone can discover for themselves by brief experiment, this is overdoing it by a large margin. As the club remarks, the average height from the ground of existing headlights is about 36 in., and this regulation would enforce a downward angle of such degree that the light would strike the road at a distance of 150 ft. from the car, thus reducing the effective range of the average lamp by fifty per cent. The amendment suggests that a horizontal beam should be permitted—as well as an alternative to a descending beam, I take it—which does not rise above 42 in. from the ground at any point.

I recently tested and reported in *The Observer* upon a new type of lamp, which, throwing a flat horizontal beam from a height of 27 in. above the ground, gave ample driving light and to all intents and purposes obeyed the draft regulations. I found that while there was a very slight (in the case of moving vehicles, momentary) dazzle at 30 in. above the ground, the proposed standard level, there was none at all at any height above it up to 36 in. This was the first lamp of its type I have ever tried which gave really satisfactory results, and it is to be hoped that the R.A.C. amendments will be accepted so as to promote further useful experiment on the same lines.

HAND SIGNALS IN MOTORING.

Invisible from Motor Coaches.

MECHANICAL SIGNS NEEDED.

A motoring problem that has not yet received the attention it needs is that of mechanical signals by drivers in traffic that is not only congested, but in which there are vehicles as far apart in size as the "baby" car and the long motorcoach, writes the *Morning Post*.

Owing to the length and width of most motor coaches, drivers of motor-cars could seldom see the signalling hand of a coach driver. In cases where the driver wished to signal that he was pulling out into the road, many car drivers saw the signal only at the moment when it was almost too late to avoid accident.

This suggests that every vehicle should be equipped with some means for signalling to following traffic.

Signalling devices on cars are usually fitted on the front screen. Some cars also have an indicator at the rear.

Why should not the Minister of Transport consider the question of compulsory rear signals on motor vehicles to give greater safety at all times?

It should be a simple matter to arrange a standard type of indicator, which would be easily understood by all concerned. The Highway Code impresses on all motorists the necessity of giving signals in good time before changing direction or stopping. But what use are hand signals that cannot be seen by drivers of following vehicles?

Direction Indicators for Motorists.

Direction indicators at the rear of vehicles would be helpful to other road users besides motorists. "Get to know the signals used by drivers of vehicles and by persons regulating traffic," states the Highway Code in its advice to pedestrians.

"They (the signals) will help you to decide upon your own movement."

For want of a rear indicator or signalling device on his taxi-cab a driver, as I happened to see recently, nearly ran over a pedestrian who was about to cross a road on which there was no traffic behind him. There was no indication that the taxi-cab was about to turn round and return on its tracks. A signal device would have saved both persons a shock to their nerves.

During the past few years motor manufacturers have provided red "stop" rear lamps as part of a car's standard equipment. Since the popularity of the saloon and closed car their owners have added also mechanical signals to notify change of direction to other road users.

Signalling devices on cars are usually fitted on the front screen. Some cars also have an indicator at the rear.

The Minister of Transport may not wish to specify any particular form of signalling device, but there seems no good reason why an Order in general terms should not be made to meet the need.

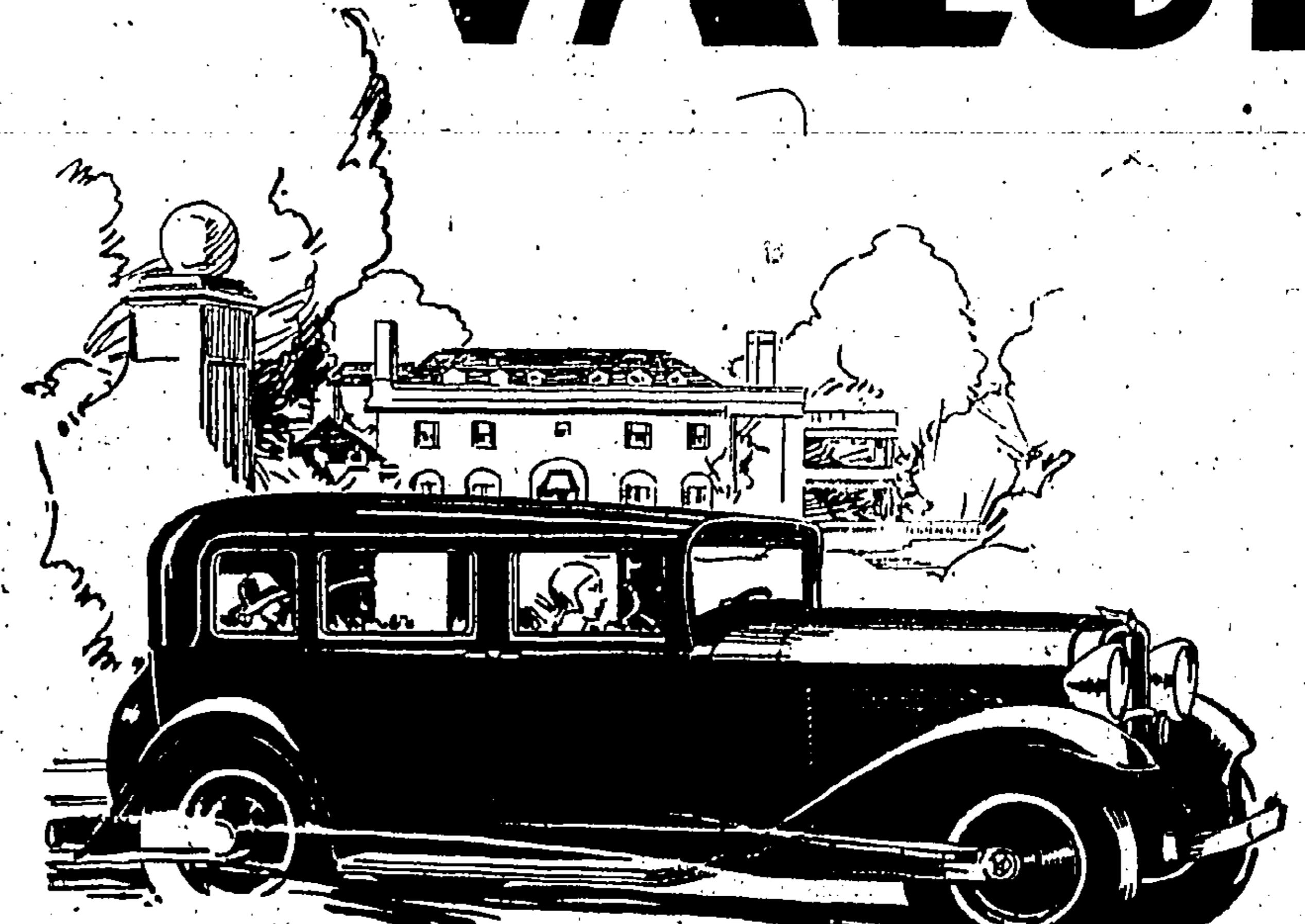
Every user of the road knows the difficulty of seeing signals made by drivers of large closed box vans, for instance, so that only traffic coming towards the large vehicles are in a position to read the signals made by the driver. Drivers following such vans keep as clear as possible for this reason.

A signal indicator on the back of a van would at once give confidence to the driver of the van as well as to other road users.

The cost of such indicators would be small; the safety value great.

Consideration is being given to a proposal for the installation of automatic lights for traffic control at Guildford.

QUALITY AND VALUE



Safety glass available on all car models in every window

WILLYS
CARS, TRUCKS, BUSES

(All prices and specifications subject to change without notice)

Agents:

GILMAN & COMPANY, LTD.

42, Des Voeux Road, Central.

Telephone 28011

Garage and Service Station:

"DURO" MOTOR CO., LTD.

132, Nathan Road, Kowloon.

Telephone 57286

WILLYS-OVERLAND FINE MOTOR CARS

FLIGHT RECORD RECOGNISED.

FLIERS MAY COME ON TO FAR EAST.

The International Aeronautic has officially recognised that in flying from New York to Constantinople, Russell Boardman and John Polando, Boston aviators, established a new world's nonstop non-refuelling distance flight record. The record is officially recognised 8,046 kilometres.

The previous record, held by Captain Dieudonne Costes and Lieutenant Maurice Bellonte, was computed officially at 7,905 kilometres.

Capt. Costes to Try Again.

Captain Dieudonne Costes, the French aviator, is however out to win back the record.

In a plane equipped with special gasoline tanks he will seek to shatter the record of 4,984 miles established by Messrs. Boardman and Polando, and intends to make his attempt before next winter. He hopes to win a prize of 1,000,000 francs offered for the first Frenchman to break the record established by Boardman and Polando.

AN EX-HONGKONG ADVENTURESS GAOLED

witness continued, and stayed at various hotels in the West End, where she obtained 'credit' by fraud. There was a case from Brentwood which, she asked the magistrate to take into consideration.

Proper Adventures?

"She is a proper adventuress," added the detective, "and lives at a very high pace while she has the money. She had a car at one of the hotels and spent money very freely."

Mr. Griffith Jones, addressing the prisoner, said, "You have an awful record and it makes your crime all the worse that you are a rather nice-looking respectable person and would take anyone in. You have been helped, helped and helped, and you have not taken advantage of that at all. You are a danger to the public and a danger to yourself."

He sentenced her to 12 months' imprisonment with hard labour.

SOCIETY BETROTHAL.

LADY MAY CAMBRIDGE AND CAPT. ABEL SMITH.

London, Aug. 7. The impending engagement of Lady May Cambridge, the only surviving child of the Earl of Athlone and Princess Alice, to Captain Henry Abel Smith, of the Royal Horse Guards, a member of the wealthy banking family, who was aide-de-camp to the Earl of Athlone when the latter was Governor-General of South Africa, was announced this morning.

Reuter is informed that the report can neither be confirmed nor denied at present, but an official announcement is likely to be made to-morrow.—*Reuter*.

Later.

The engagement of Lady May Cambridge and Capt. Henry Abel Smith is officially announced. The marriage will probably take place at the end of October.—*Reuter*.

EXCHANGE RATES.

Previous Day.	Yesterday.
Paris.....	123.00
Geneva.....	24.85%
Berlin.....	20.14
Oslo.....	18.10%
Helsingfors.....	193
Athens.....	375
Buenos Aires.....	31.5%
Shanghai.....	1/2%
New York.....	4.85%
Amsterdam.....	12.03%
Stockholm.....	18.15%
Vienna.....	34.55
Madrid.....	56.74
Bucharest.....	817
Hongkong.....	11.5%
Brussels.....	34.82%
Milan.....	12.80
Copenhagen.....	18.10%
Prague.....	164
Lisbon.....	110
Rio.....	34
Bombay.....	1/5%
Yokohama.....	2.0%
Silver (spot).....	13.1/16
" (forward).....	13.1/16
	12.15/16

PARIS TO TOKYO IN ONE HOP.

LE BRIX AND DORET READY FOR SECOND ATTEMPT.

Telegrams received at Tokyo from Paris state that the famous French airmen, Le Brix and Doret, who crashed in Siberia while attempting a Paris-Tokyo nonstop flight, are to make another attempt to bridge the distance in one hop. They are preparing to take off in the latter half of the month.

NONE FOR NONE DECLARED.

(Continued from Page 1.)

MIDDLESEX DEBACLE.

ESSEX FORCE FOLLOW-ON IN RESTRICTED MATCH.

Essex had the better of the match with Middlesex, but could only secure first innings points, Middlesex making a recovery after falling at their initial appearance at the wickets.

Hitting up 352 for eight wickets, Essex applied the closure, and then dismissed their opponents for 156. They were, however, unable to force home this advantage, Middlesex recovering in the follow-on, to score 126 for the loss of one wicket.

BRILLIANT "DULEEP."

ANOTHER MAGNIFICENT EFFORT FOR SUSSEX.

Everything in cricket at the present time is being overshadowed by the brilliance of Duleepshah, whose powers of scoring runs are phenomenal. Once again he has topped the three-figure mark, his fourth in successive innings, and his twelfth of the season.

Thanks to him, Sussex were able to realise 327 against Hampshire, this being made despite Kennedy's excellent bowling which gained him five victims at a cost of 67 runs.

He upset Hants' batting calculations, his five for 36 being responsible for dismissal of Hampshire for 140. They followed on, and saved the game, scoring 132 for 4 wickets.

A RICH HARVEST.

KENT'S SPIN BOWLERS IMPROVE THEIR AVERAGES.

Kent, who beat Derbyshire on their first innings at Canterbury, had much for which to thank Freeman and Marriott, their "guile" bowlers.

They were responsible for the quick dismissal of Derby after the Hop Inn had put only a mediocre score on the board, but they failed to repeat their first innings success, and Derby saved the game.

Kent, taking first knock, scored 239, Townsend doing some damage, and securing half the wickets for 78 runs.

Derby entered upon their task with few misgivings, but Freeman and Marriott changed the appearance of things, the International bowler taking five wickets for 77 runs, and the schoolmaster, the other five for 42 runs. Derby were all out for 125, and batting a second time, run up 209 for 7 wickets.

HERBERT SUTCLIFFE.

HITTING CENTURIES LIKE SHELLING PEAS.

What Duleepshah is doing for Sussex, Herbert Sutcliffe is repeating for Yorkshire, and against Leicester, who were beaten by an innings and 25 runs, he obtained his third successive century.

Sutcliffe made his 187 runs out of a total of 447 for four wickets declared, and it was one of his typical efforts.

The rest was done by Bowes and Macaulay. The former, with five wickets for 95, saw that Leicester only aggregated 241 at their first attempt, and Macaulay, inspired by his colleague, bowled even more effectively in Leicester's follow-on, his six for 62 being the main factor in Leicester's dismissal for 181.

LATER.

The engagement of Lady May Cambridge and Capt. Henry Abel Smith is officially announced. The marriage will probably take place at the end of October.—*Reuter*.

WARWICK ON TOP.

NEW ZEALANDERS UNPLEASANT EXPERIENCE.

The New Zealanders had an unpleasant experience against Warwick, being forced to follow-on in order to avert an outright defeat.

Their attack was treated with scant respect, the Rev. J. H. Parsons getting his eye in, to hit it to all parts of the field in a well-compiled 180. Warwick's knock realised 401 runs, and New Zealand, in their first reply, made rather a sorry mess of things, being dismissed for 169.

Continuing, they improved, and at the drawing of stumps, had made 252 for 6 wickets.

LUCKY NOTTS.

SORRY PLIGHT BUT TAKE FIRST INNINGS POINTS.

Notts gained the luckiest five points imaginable against Northants, butting first, put 168 on the board. Staples keeping the score down by capturing seven wickets for 76 runs.

Notts had an equally as bad a time against Jupp, whose 6 for 46 was the result of some fine bowling, and when the last wicket fell, Notts held a lead of 24 runs.

Somerset also managed to snitch five points from Gloucester.

Voco proceeded to cause havoc with Northants. In their second attempt, which only realised 181, his six wickets costing a fraction less than seven runs apiece.

Notts, set 181 to win, put up a

BRITISH ECONOMY SUGGESTIONS.

MINISTERS STUDY THE PROSPECTS.

London, Aug. 7. The report of the Economy Committee, which recommended reductions in public expenditure which would result in a saving of £96,000,000, is being closely examined by the Ministers, and will come before the Cabinet Economy Committee, comprising the Prime Minister, Chancellor of the Exchequer, Foreign Secretary, Dominions Secretary and President of the Board of Trade, in a series of meetings which will be held in London in the last week of August.

Other members of the Cabinet, whose departments are concerned in the recommendations of the report, will also return to London in order to be available for consultation.

The presentation of the economy report has led to suggestions that a National Government should be formed to undertake the necessary measures of economy. When the national finances were discussed in the House of Commons just before the House rose for the summer recess, a speech of Mr. Neville Chamberlain was generally interpreted as an offer to share responsibility for what would probably prove an unpopular policy. The Chancellor of the Exchequer, Mr. Philip Snowden, in replying, expressed appreciation of the speech, and agreed that the responsibility for carrying out the drastic proposals must be assumed by the House of Commons as a whole.

The *Times*, in a leading article, recalls that the Government have undertaken to present their proposals to Parliament when it reassembles in October, and says the occasion will then arise for other parties to decide whether the Government's policy merits a coalition co-operation or condemnation.—*British Wireless*.

TENDERS ACCEPTED.

LATEST GOVERNMENT LIST.

It is notified that the Government has accepted the following tenders:

Repairs to S.I.P.D.I.—Messrs. Kwong Cheung Hing.

Hung Hom Government Store.

Mr. Man Gang.

Photographic stores to Prison Department.—Messrs. Kwong Kwui, Iron Casting.—Messrs. Kuen Hung.

BRITISH VENTURE.

GOLD MINING SCHEME FOR MANCHURIA.

Mukden, Aug. 3. It is stated in reliable quarters here that the Mukden authorities have signed a contract with a British firm for an extensive gold mining scheme in Manchuria.

The agreement is said to have been approved by the Nanking Government.—*Reuter*.

They were on the road to defeat, eight wickets having fallen for 11 runs. Matthews bowled with effect to secure five for 39.

SURREY CONFOUNDED.

GLAMORGAN WIN "BRIGHTER CRICKET" MATCH.

Another fantastic "brighter cricket" match has been played. Surrey and Glamorgan both declared their first innings after scoring no runs for the loss of no wickets, and then Surrey went in to toy with the Welshmen's attack.

Sandham was in a particularly happy mood, and out of a total of 214 for 3 wickets declared, he gathered unto himself an unfinished 100.

It was then that Glamorgan revealed their fighting and match-winning qualities. Attacking the Surrey bowling from the word "go", they hit up the required 216 for the loss of seven wickets, he gathered unto himself an unfinished 100.

They improved, and at the drawing of stumps, had made 252 for 6 wickets.

RAIN SPOILT.

TWO MATCHES RESTRICTED TO FIRST INNINGS.

Lancashire took first innings points from Worcester, when, after declaring at 168 for three wickets, they dismissed the Potters for 70.

Dick Tydley was in irresistible form with the leather, his five victims being obtained at a cost of 24 runs.

Somerset also managed to snitch five points from Gloucester.

The latter closed their innings after scoring 123 for seven wickets, and Somerset, with a "do-or-die" effort, passed this by one run, conceding seven wickets in so doing.—*Reuter*.

STALKING FLOWERS WITH A CAMERA.

(Continued from Page 6.)

Before passing into the summer period *Gardenia florida*, at its best early in May, must be given mention. It is the stock from which the garden variety of double gardenia has probably been cultivated—indeed, the writer this year found a wild plant which had a tendency to "double" its petals.

THE HOT SEASON.

The hot weather brings so much of interest, that a long ramble in the heat is worth attempting. Only brief mention can be made of summer offerings, as the Editor cannot give much more space for the subject. The white flowers include the lovely *Plattheria Susan*, the large orchid found in July on the Peak and at Jardine's Lookout, and elsewhere; while two yellow orchids are prominent, a small orchid known as *Habenaria nevadensis* and the larger yellow and brown, one out in abundance at present, *Spathoglottis pulcherrima*.

The earlier part of the hot season, June-July, is characterised by the large hillside lily, *Lilium Brownii*; the *Clematis Miquelianum*, abundant everywhere; and the *Melastoma*, with its large flowers of mallow and pink.

The hillside and stream-side orchid, *Arrindia chinensis*, which is now coming into flower, will continue into the later months of the year; and this brings us to a brief mention of the "autumn" blooms.

The bush with large white flowers, *Gordonia anomala*, is a feature of October. The wild yellow chrysanthemum, common at High West, flowers in November. About this time, too, the local thistle, *Cirsium chinensis*, comes into bloom on the Peak, at Taitam, and at various hillsides of the mainland. Some people may object to its inclusion here—but it really makes quite a good photograph!

And so we come to the end of the year, when the industrious flower-lover may exhibit with pride an album of close on a hundred photographs, a record alike of pleasant rambles and painstaking effort.

day Press News.

SUNDAY'S PROGRAMME.

To-morrow's radio programme to be broadcast by Z. B. W. on a wavelength of 355 metres:

11.00-12.15 p.m. Union Church Relay.

Preacher Rev. E. G. Powell.

Order Of Service.

Voluntary.

Hymn "Oh Worship The King"

Invocation and Lord's Prayer

Hymn "Lord, I Have Loved the Habitation of Thy House"

Scripture Reading-Romans Chapter 8, Verses 24-30

Hymn "Strong Son of God, Immortal Love"

Prayer

Solo-Mrs. H. Lockhart "Abide With Me" Liddell

Offertory

Offertory Prayer

MAJESTIC

TO-DAY ONLY At 2.30, 5.20, 7.20
and 9.20 p.m.

GASTON LEROUX'S WORLD-ASTOUNDING CLASSIC



Super-Colossal Universal Production—Directed by Rupert Julian

THE MAJESTIC STORE
244, Nathan Road,
Kowloon.(Next to H. K. China Gas Show Rooms).
From MAY 7th, 1931 to JULY 31st, 1931.

WE HAVE HAD

1,892 Customers

VISIT US.

WHY?

BECAUSE

1st
Good
Service.2nd
Quick
Delivery.3rd
You
Save Money.

TRY US

FOR PATENT MEDICINES, SUNDRIES, PERFUMERY,
TOILET REQUISITES, ETC.

Under the personal supervision of

N. Stradmoor.

Tel. 58461.

MAN HING
TAILOR

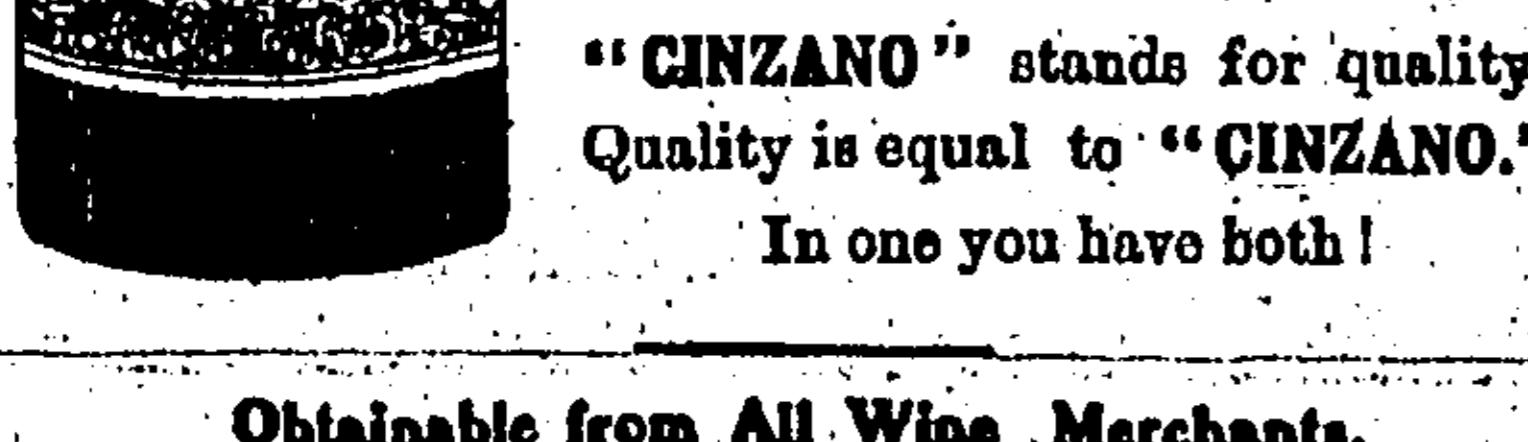
PERFECT FIT GUARANTEED

No. 6 D'Aguilar Street Tel. 20780

CINZANO

ITALIAN VERMOUTH
is made with the finest Italian White Wine.
It is very wholesome—It is not a Liqueur.Some ways of using it:
PLAIN: It's not too sweet and
not too dry."IN ALL COCKTAILS, where
Vermouth is used.AS A LONG DRINK IN SUMMER:
with mineral water.The Perfect Cocktail
"GIN & CIN"1 DRY GIN, 2 CINZANO VERMOUTH,
A SQUEEZE OF LEMON

WHAT ABOUT "IT"?

Will you have a "Gin and It"?
The knowing men says: Oh no!
I'd rather have a Gin and Cin.
The "It" is then "Cinzano.""CINZANO" stands for quality.
Quality is equal to "CINZANO."
In one you have both!

Obtainable from All Wine Merchants.

Y.M.C.A. HOCKEY CLUB.

BRIGHT PROSPECTS FOR
COMING SEASON.

The annual meeting of the Y.M.C.A. Hockey Club was held on Thursday, when Mr. J. H. Hunt presided.

The following elections were made: Captain, Mr. D. McLennan; Vice-Captain, Mr. A. Tale; Hon. Secretary, Mr. R. A. Bates. The above officers, with the addition of Mr. A. C. Jeffreys as non-playing member, will constitute the committee.

Prospects for the coming season seemed very bright, and it was decided to defer the question of entering a Hockey League, if such be founded, and if necessary the matter would be considered at a special meeting of the committee.

The list of playing members is now being compiled, and all Y.M.C.A. members interested in hockey are requested to inform the Secretary as soon as possible.

GOLF
as
the STARS
play it

What is the first motion of the backswing?

The first motion of the backswing should be made by the legs or hips. In other words, the weight should be shifted first, followed by the turn of the hips. If one starts the hands first, the club is lifted upright. This is a characteristic motion of the



beginner who swings the club as though it were an axe.

That the arms start before any wrist action takes place is clearly shown in slow motion pictures of the stars. Nearly all experts let the clubhead lag behind the arm motion during the first few inches of the backswing. This move indicates that it is a relaxed one.—ART KRENZ.

LIFE-SAVING TESTS.

GOOD PASSES BY MEN OF
THE ARGYLLS.

The first class in life-saving to be formed by the 2nd. Bn. of the Argyll and Sutherland Highlanders have individually earned the award of the life saving certificate of the Society, and bronze medallion. The men who passed were:

C. S. M. Creek, Cpl. Medd, L. Cpl. Shearer, L. Cpl. Elliott, L. Cpl. McDonald, L. Cpl. Gray, and Pcs. Longstaff, Crane, Jackson, McNeil, Jameson and Fleetwood. C. S. M. Creek also passed the tests for hon. instructor in life-saving.

C. S. M. Creek has not only very creditably passed all the tests himself but has also managed to instruct the class who passed out yesterday: truly meritorious performance and an example of real enthusiasm. It was all done in his spare time. The candidates now intend to qualify shortly as instructors in their various companies.

Mr. Hunt has also passed out the following members of the H.K. Police, who were examined at the V. R. C. last Tuesday—Sergeants—McKinley, Wheeler and Roberts.

SUGAR MARKET.

THE LATEST CABLED
QUOTATIONS.

The following cable at the close of the sugar market yesterday has been received by Messrs. Pen-treath and Co.

London Terminals.

March 1932 6/9 1/2 no change.

May 1932 6/11 1/4 down 1/4d.

August 1932 7/2 1/4 down 1/4d.

December 1931 6/6 1/4 down 1/4d.

New York Terminals.

March 1932 1.60 up 1 pt.

May 1932 1.65 up 1 pt.

July 1932 1.61 no change.

September 1931 1.46 up 2 pts.

December 1931 1.47 up 2 pts.

Sourabaya (7/8/31).—Trust sold

10,000 tons Browns 20/22 to

Japanese buyers. Price not dis-

closed.

Trust sold 1,500 tons Molasses

Sugar 10/11 to European exporters

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

17.00.

BALLANTINE'S

In use for almost 100 years

Established 1827

By appointment to

H. M. The Late Queen Victoria

H. M. The Late King Edward VII

AND

His Majesty King George V

PURE SCOTCH LIQUEUR WHISKY

10 years old

If you want a really first class Scotch Whisky at a reasonable price, you can have no better than Ballantine's Liqueur Whisky. It is excellent.

Obtainable from All Wine Merchants

Sole Agents: CENTRAL TRADING CO., Hongkong.

RONEODEX

VISIBLE CARD RECORDS

Records worth keeping are worth Recording

BRITISH MADE

Roneo Dex takes care of all Business Records

WRITE TO-DAY
for an
Illustrated
Folder
in
Colours.

STOCK RECORDS
PROGRESS WORK
CUSTOMERS RECORDS
INSURANCE RECORDS
BANK RECORDS
EXISTING RECORDS

Sole Agents:

DODWELL & CO., LTD.
Queen's Building, Tel. 28021.

Have your filing cabinets and library shelves treated with

FLUIDE EXPRESS

TO-DAY!

Sole Agents: Compagnie Optorg.

Prince's Building, Des Voeux Road-Central, Tel. 24622.

The Melody Girl.

By RUTH DEWEY GROVES

Author of "The Innocent Cheat," etc.

BEGIN HERE TO-DAY.

Beryl's brother hopes that a radio repair will help her forget her home life. Irene Everett, her half-sister, has returned to her half-sister, Irene Everett. Young Prentiss Gaylord pays attention to Beryl until Irene learns that he is a rich man with a wife and a child at home. After a hasty marriage they depart for Gaylord's western home. In despair Tommy drinks heavily, loses his job and joins a gang of hoodlums.

Beryl's developing throat trouble which is aggravated when she goes to see Tommy to persuade him to leave the bootlegging gang. Her doctor has been unable to stop her singing days are over. When Tommy realizes that Beryl has made this sacrifice to him, he reforms, gets a good job, and asks Irene to come to him in college.

Beryl is happy until Irene quarrels with Prentiss over her affair with Derry Meade and comes home to Derry's heart as she realises Irene is trying to win back Tommy's love. Mrs. Everett questions Irene about the daily letters she is receiving from Derry. Irene decides to dispose of Derry.

CHAPTER XLI

Irene had consumed two muffins before she decided she might as well begin immediately with her plan for getting rid of Derry Meade.

"Will you press my green silk dress?" she asked her mother. "I want to wear it on the train."

"On the train?"

"Yes, I'm leaving this afternoon for Oakdale. I've some business there to attend to," Irene added importantly.

Her mother was worried. "There's nothing wrong, is there?" she inquired anxiously.

Irene shrugged. "No, it's just something I want to see Gaylord about."

Her mother's face cleared and Irene guessed that she hoped there was to be a reconciliation. Irene had intended her to hope this, thereby making her own departure easier.

Mrs. Everett did not question her further. "Please don't say anything to Beryl and Dad until I'm gone," Irene asked. "I don't care to talk about my plans."

Her mother agreed with her that silence was best. Irene left without saying goodbye to Tommy, and since her mother would naturally lead him to suppose she had gone to remain Irene hoped he would realize his loss.

All the way to Oakdale she occupied herself with thoughts of her return to Tommy, making plans for their future together and even planning their wedding. She'd wear a gown of delicate pink with just the softest tint of yellow in it. A satin with deeper rose slippers, hat to match and an armful of pink and yellow roses.

Really it wasn't so far to Oakdale—not half the distance it had seemed when she left the town. She must watch out for that little station they called Old Town, where Oakdale had been before it moved up the hill. She would get off the train there and telephone. Surely there would be a telephone in the station. It would be too great a risk to go to the Oakdale station where she would be sure to encounter some acquaintances.

Irene had written home about the beautiful Oakdale station once, to boast that Mr. Prentiss, her father-in-law, had given the park adjoining to the town and placed a handsome drinking fountain in the middle of the park in honour of the memory of his deceased wife, Gaylord's mother.

She thought of this now, as the train bearing her back to the scene of her brief married life, slowed for the stop at Old Town. It was an express but all trains stopped at Old Town. You could get off the train there, but you could not get on them. Irene had little fear of meeting anyone she knew in Old Town.

She thought of the prominence of the Prentiss family. Tommy Wil-

Seing no one she knew Irene entered the small and dingy station and looked around for a telephone. There was none in the waiting room and the station agent was away.

Across the street there was a small general store. Irene went over to see if she could telephone

(To Be Continued.)

has now double surface, one side rough as heretofore, one side

side sanded smooth.

Ideal for interior decorative work.

Price and Particulars from

SHEWAN TOMES & CO.

Sole Agents.

CELOTEX

INSULATING LUMBER

For HEAT & SOUND INSULATION

has now double surface, one side rough as heretofore, one side

side sanded smooth.

Ideal for interior decorative work.

Price and Particulars from

SHEWAN TOMES & CO.

Sole Agents.

50 Cents

SALE

"Regal"

Records

50 Cents each.

ASK FOR LIST

AT
ANDERSON'S

there. She was annoyed to find the instrument in the open but the store was deserted except for the presence of a young man who told her she could use the telephone "with pleasure," and she needn't say much to Derry.

The young man had been staring at her, at first openly and then, apparently remembering his manners, more guardedly, ever since she entered the place. Irene was flattered. She accepted this interest as a compliment. Her fur coat was Eastern mink and if the youth didn't know that he couldn't help knowing it wasn't cheap. Her snug little hat which barely covered the crown of her head and allowed her wealth of sunny hair to show was the cutest thing she'd ever owned.

Irene smiled over her shoulder as she asked for a number, and she pouted prettily when she failed to get Derry on the line. She tried again and again, and at last was told that Derry was skating on the lake at the country club. She asked to have a message sent to him and gave the number of the store from which she was telephoning so that Derry might call her.

After that she was free to amuse herself for a while. Suddenly it occurred to her that the young store clerk might have some interesting gossip about some of the people she knew. It might even be possible that she could learn something to indicate Gaylord would like to have her return. She'd play her part in a reconciliation if Gaylord and his father would come half-way.

Travelling in luxury had impressed her again with a measure of what she'd lost. She did not know that it is much easier for a poor man to imagine himself rich than for a rich man to imagine himself poor.

Irene had luxury coming to Irene suddenly had given her the idea that she commanded such things because she was herself beautiful. Since she'd left Gaylord she had realized that rich young men do not fall into every beautiful girl's life. As a Prentiss she'd had the opportunity to meet men of wealth. She had not attracted one of them. As an ex-Prentiss she was again just Irene Everett, daughter of a small town grocer. She hadn't enough of the Prentiss money to rise far above this station, and she had no desire to remove her from it. She might grow old before she met another wealthy man who wanted to marry her.

Irene tried to open conversation but the young clerk seemed shy. She was still trying to make him talk when the telephone rang.

(To Be Continued.)

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on Current Accounts. Deposits required for fixed periods at rates to be obtained on application.

Interest allowed on

LONDON SERVICE
PHILADELPHIA 18th Aug. For Port Said, Marseilles, Casablanca, London, Rotterdam & Hamburg
HECTOR 2nd Sept. For Port Said, Marseilles, London, Rotterdam, Hamburg & Glasgow

LIVERPOOL SERVICE
GAOMEIDON 21st Aug. For Port Said, Liverpool, Havre & Glasgow
EUMAEUS 1st Sept. For Port Said, Liverpool, Havre & Glasgow

NEW YORK SERVICE
PHENIUS 7th Sept. For Boston, New York & Baltimore via Philippines & Singapore

PACIFIC SERVICE (via Kobe and Yokohama)
PROTEUS 22nd Aug. For Victoria, Vancouver & Seattle
IXION 17th Sept. For Victoria, Vancouver & Seattle

INWARD SERVICE
EUMAEUS Due 10th Aug. For Shanghai & Hankow
PERSEUS Due 15th Aug. For Shanghai, Kobe, Yokohama & Vladivostok

Also cargo steamers with limited passenger accommodation specially reduced fares.
For freight, passage and information apply to the under-mentioned.
All bookings are subject to the provisions of the Company's Bill of Lading.

BUTTERFIELD & SWIRE
Agents.

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A.
VARYING FROM £79 to £120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
Taiyo Maru Tuesday, 18th Aug.
Chichibu Maru Wednesday, 2nd Sept.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.
Hiyo Maru Tuesday, 25th Aug.
Heian Maru Tuesday, 8th Sept.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez
Suwa Maru Saturday, 8th Aug.
Fushimi Maru Saturday, 22nd Aug.

SYDNEY & MELBOURNE via Manila & Ports.
Kitano Maru Saturday, 22nd Aug.
Atsuta Maru Wednesday, 26th Sept.

MANILA
Taiyo Maru Saturday, 8th Aug.
Chichibu Maru Friday, 28th Aug.

BOMBAY via Singapore, Penang & Colombo.
Iyo Maru Tuesday, 11th Aug.
Nagato Maru Thursday, 27th Aug.

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama.
Bokuyo Maru Saturday, 12th Sept.

NEW YORK, BOSTON via Panama.
Kurama Maru Friday, 21st Aug.
Takatoyo Maru Tuesday, 1st Sept.

LIVERPOOL via Port Said, Constantinople.
Genoa & Marseilles.
Dolgoa Maru Thursday, 13th Aug.

CALCUTTA via Singapore, Penang & Rangoon.
Tottori Maru Saturday, 8th Aug.
Akita Maru Saturday, 15th Aug.

SHANGHAI, KOBE & YOKOHAMA
Hakodate Maru Monday, 17th Aug.
Atsuta Maru (Nagasaki Direct) Fri, 21st Aug.
Cargo only.

For further information apply to: NIPPON YUSEN KAISHA. Telephone 30291. (private exchanges to all Docks.)

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamers	Sailings
TO TSINGTAO via SHWATOW & SHANGHAI	Hanggang	Sun. 9th Aug at noon.
	Chakhang	Wed. 12th Aug at noon.
	Kwaisang	Sun. 16th Aug at noon.
	Kwonggang	Wed. 19th Aug at noon.
TO SINGAPORE PENANG & CALCUTTA	Kutsang	Sun. 9th Aug at 11 a.m.
	Hosang	Tues. 18th Aug at 3 p.m.
	Yuensang	Tues. 25th Aug at 3 p.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Kumsang	Wed. 19th Aug at 7 a.m.
TO OSAKA via AMOY & KOBE	Suisang	Wed. 2nd Sept at 7 a.m.
	Kutsang	Satur. 19th Sept at 7 a.m.
TO SANDAKAN	Mausang	Fri. 14th Aug at noon.
	Yusang	Mon. 24th Aug at noon.
	Hinsang	Wed. 26th Aug at noon.
TO TIENSIN via SHWATOW, FOSHAN & CHEFOO	Choongshing	Fri. 21st Aug at noon.
	Chipping	Sun. 30th Aug at noon.

SUMMER TRIPS TO JAPAN.—Excellent first class accommodation on through steamers from Calcutta to Japan at the specially reduced return fare of \$225.00 to Kobo. Those return tickets are available for three months.

For freight or passage apply to:

JARDINE, MATHEISON & CO., LTD.
Telephone 30311.

General Managers

THE OVERSEAS LEAGUE.

(Continued from Page 2.)

very great, more especially to those members of the Empire who come from the Dominions and who may be strangers to the country. It aims at being a rallying point for all members of the British Empire.

Other Features.

In addition to the social side, the League also maintains an information bureau for the purpose of giving information to those who may contemplate visiting or seeking employment in other parts of the Empire, especially regarding local conditions and prospects of employment. The centre enables such information to be got first hand from those living in the particular parts of the Empire to which members may contemplate proceeding. It is not infrequently happens that a person on very sketchy information sets out expecting to find favourable conditions and employment in a distant part of the Empire, only to be disappointed when he arrives there. The information bureau of the League, by enabling members to get first hand information, aims at obviating such mistakes.

The League also maintains a trade-bureau, which aims at promoting trade between the various parts of the British Commonwealth, and in providing accurate information as between actual or potential exporters and importers. A British Trade Development Expedition, consisting of three young members of the League, is now on its way across Africa in the interests of inter-imperial trade, and it represents many well known and enterprising British firms.

Emigration Bureau.

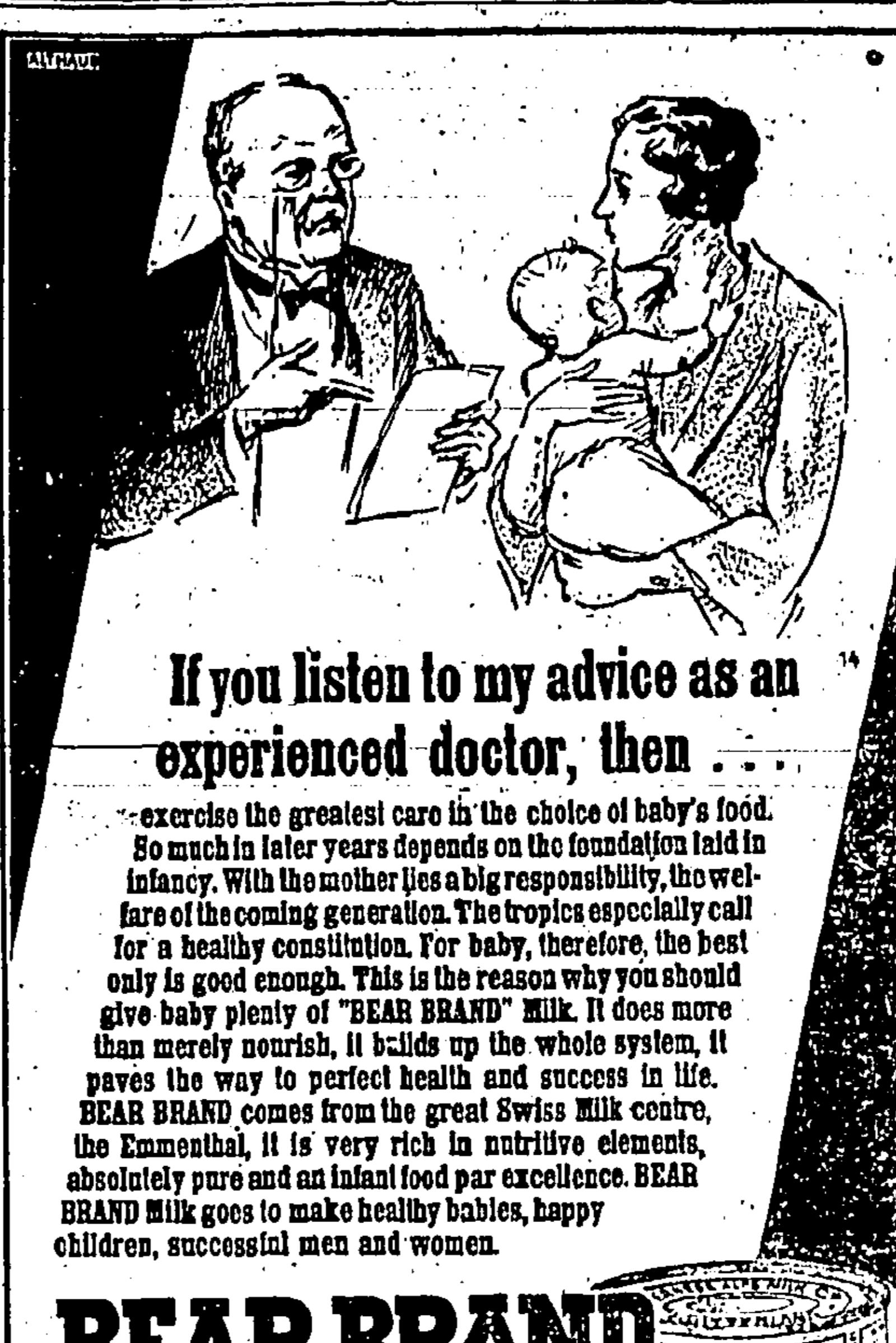
The League publishes monthly a most attractive periodical under the name of "Overseas." It is a most readable publication, and I consider that it alone is a good return for the very moderate subscription to the League, which in the case of overseas members, and those living further than a hundred miles from Charing Cross, is only ten shillings a year. The magazine is sent out free and post free to members. It was started in December 1916, and its publication already exceeds 40,000 monthly. I may say that, while my copy comes out to us here, my wife's always goes to our sons, with view to keeping alive their interest in the Empire to which they belong.

Another useful activity of the League is its Emigration Bureau, which assists in sending boys to Canada, and boys and girls to Australia and New Zealand. This side of the League's activities has been a great success, and it is hoped that increasing good will result. This good work is not confined to the home centre, for Singapore has sent no less than seven boys to Canada under the auspices of the branch in that port. Something in this direction might be possible in this Colony.

H.E.'s Appeal.

I have given you, perhaps at the expense of boring you, these details regarding the League, and I appeal to you very strongly to give support to movement whose great object is to strengthen the bonds which bind together the various parts of the great British Empire, an Empire which we regard as the greatest that the world has seen. It has interests in all continents, and its members number some 475,000,000 persons, out of a total world's population of a little over 2,000,000,000. It has been built up, in a somewhat haphazard fashion perhaps, by the efforts of many great men and women whose names are too numerous to quote—people of vision, energy and enterprise. But we cannot afford to be

(Continued on Page 11.)



If you listen to my advice as an experienced doctor, then...

exercise the greatest care in the choice of baby's food. So much in later years depends on the foundation laid in infancy. With the mother lies a big responsibility, the welfare of the coming generation. The tropics especially call for a healthy constitution. For baby, therefore, the best only is good enough. This is the reason why you should give baby plenty of "BEAR BRAND" Milk. It does more than merely nourish, it builds up the whole system, it paves the way to perfect health and success in life. BEAR BRAND comes from the great Swiss Milk centre, the Emmental, it is very rich in nutritive elements, absolutely pure and an infant food par excellence. BEAR BRAND Milk goes to make healthy babies, happy children, successful men and women.



WANTED AT ONCE

MEN'S AND BOYS' CLOTHING, SHOES, HATS, ETC.,

will be very gratefully received by the HONGKONG BENEVOLENT SOCIETY

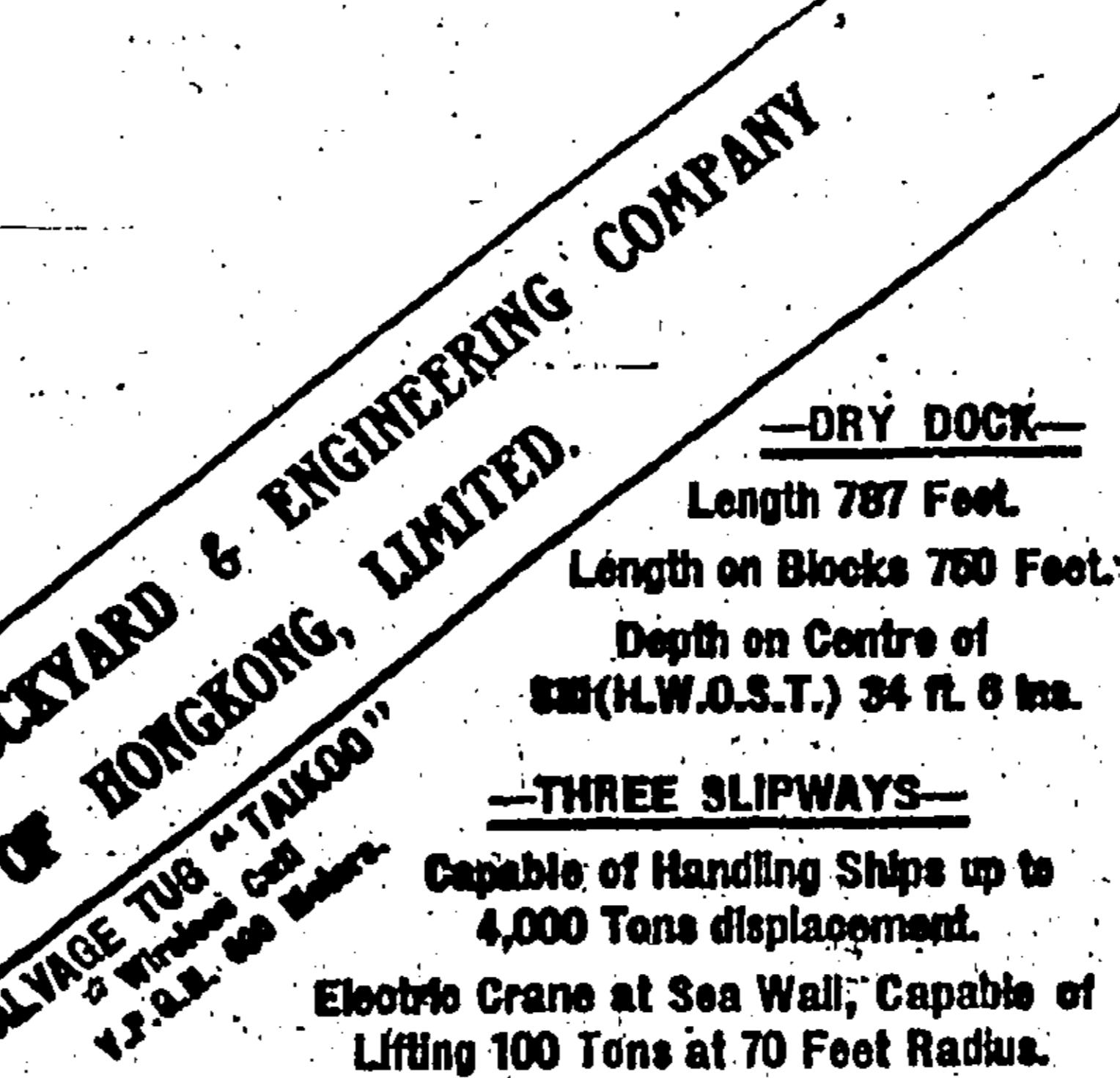
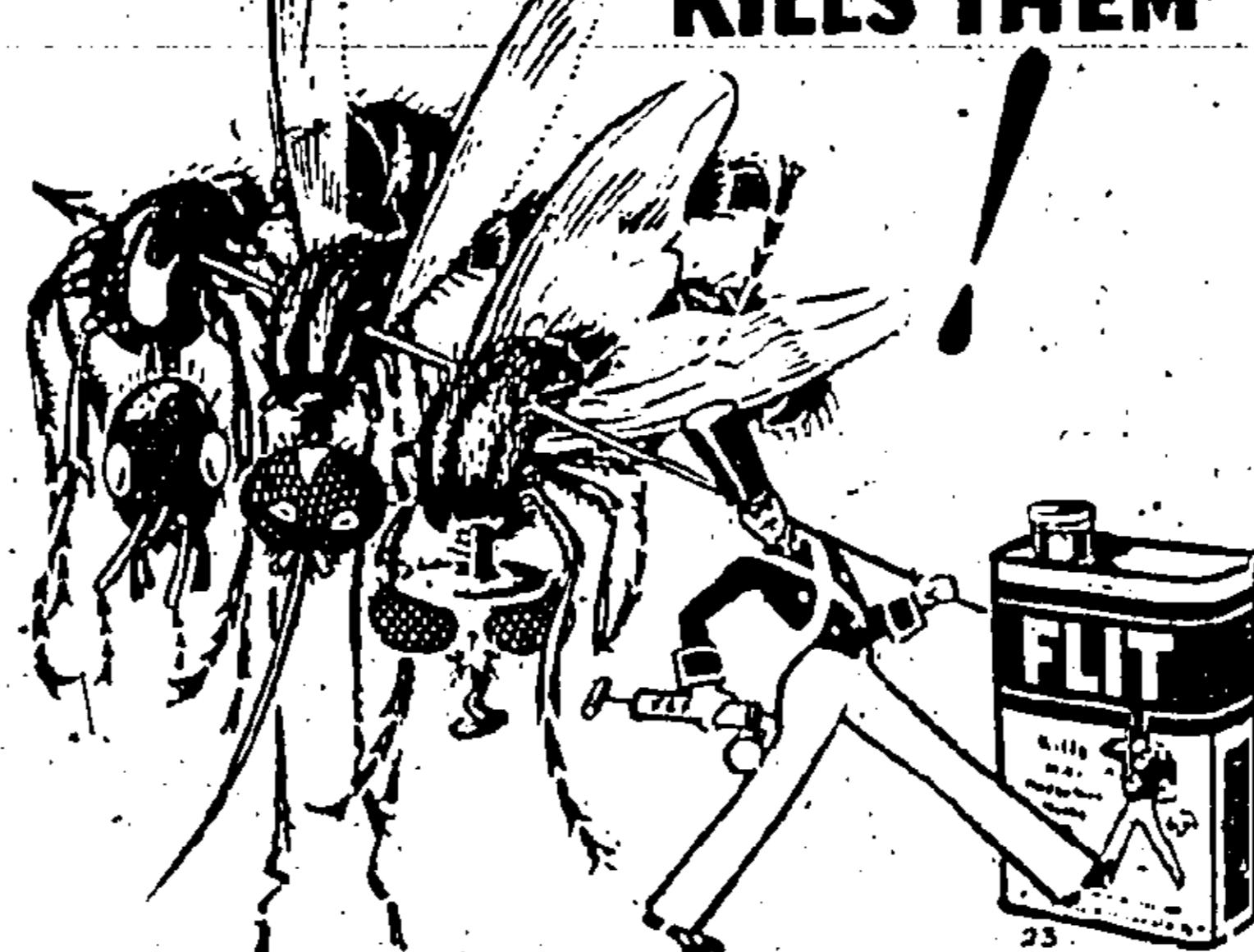
at its Room at the

CITY HALL

on
Mondays and Thursdays
from 10.30 a.m. to 12.00 noon.

Send us your old clothes

FLIT SPRAY KILLS THEM



Tel. Address: "TAIFOO DOCK" Hongkong.

Telephone No. 30211.

Call Flag: "C" over "A.M.S. PENNANT."

BUTTERFIELD & SWIRE,

Agents.

HONGKONG, CHINA & JAPAN.

A UNIQUE RECORD

BIG WHITE EMPRESSES

WIN ATLANTIC BLUE RIBAND

4 DAYS—9 Hrs—27 Mins

PACIFIC BLUE RIBAND

7 DAYS—20 Hrs—16 Mins

Travel Empress!

Enjoy every minute on a floating Palace. Supreme Luxury, Congénial, Cosmopolitan travelling companions—international atmosphere, countless diversions—WORLD famous CUISINE

SERVICE

Passengers desiring to travel comfortably on a Limited Budget should ask about the NEW EMPRESS TOURIST CABIN accommodation

EXCEPTIONAL LOW FARES.

SAILINGS

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrives
Empress of Canada	Aug. 15	Aug. 19	Aug. 20	Aug. 22	Aug. 30
Empress of Russia	Aug. 20	Aug. 31	Sept. 2	Sept. 5	Sept. 14
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 28	Oct. 31	Nov. 8
Empress of Japan	Nov. 7	Nov. 10	Nov. 12	Nov. 14	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 25	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 20

"Empress of Russia" and "Empress of Asia" call at Nagasaki

Special Through Fares To Europe

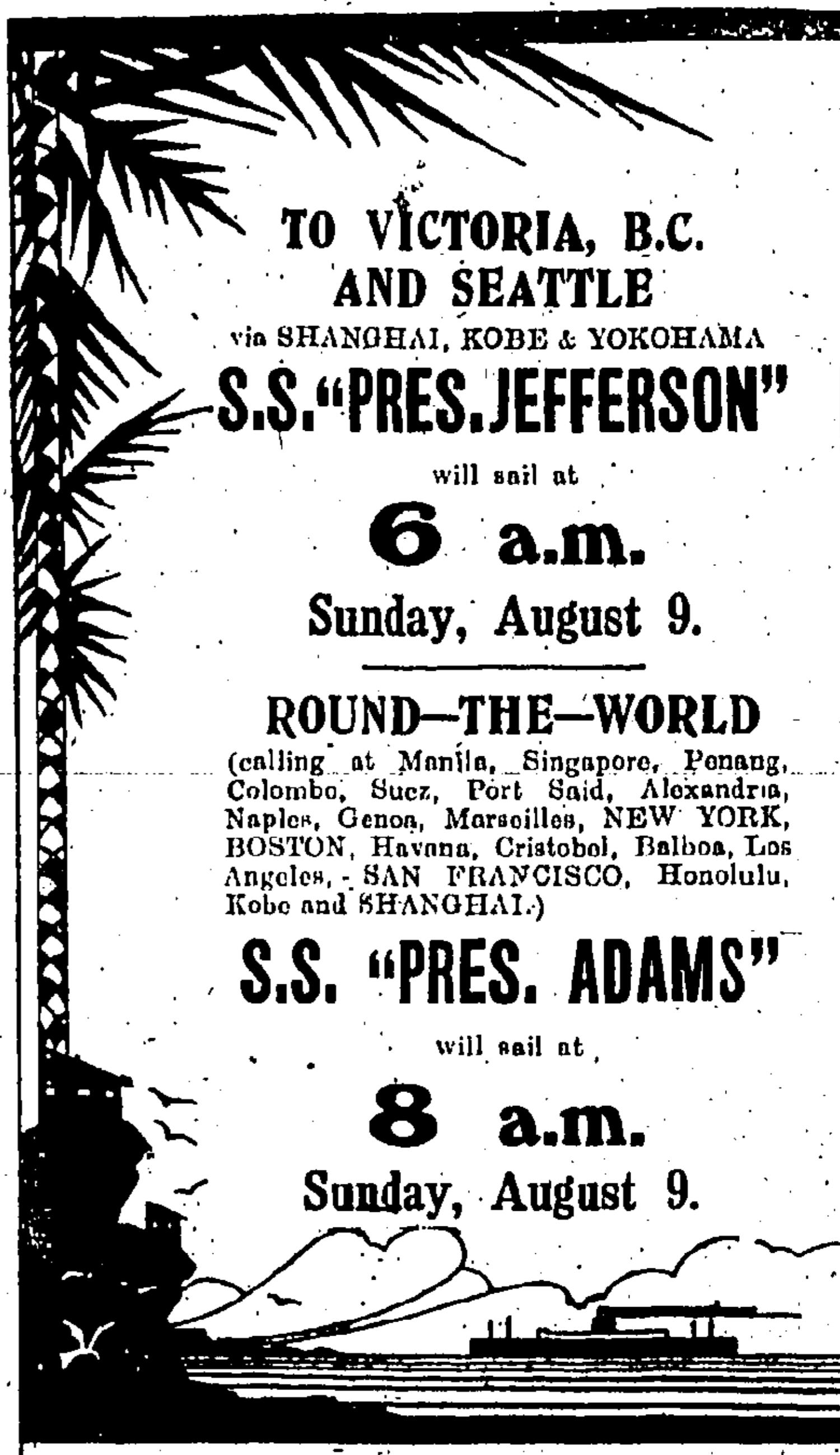
£120—£112—£83—£79

HONGKONG—MANILA

Leave Hong Kong Arrive Manila
EMPEROR OF RUSSIA ... August 20 August 22
EMPEROR OF JAPAN ... September 4 September 6

CANADIAN PACIFIC

THE WORLD'S GREATEST TRAVEL SYSTEM
Telephone: Pass. Dept 20752. Freight 20042



DOLLAR STEAMSHIP LINE AMERICAN MAIL LINE

SERVICE OF FAST MOTOR VESSELS

With limited, but exceptionally good, passenger accommodations. Homewards to:

Ports Said, Genoa, Algiers, Oran, Rotterdam (Amsterdam), Hamburg, Oslo, Gothenburg and other Scandinavian Ports, via Manila and Straits Settlements.

Sailing about

S.S. "JAPAN" ... 1st Sept. 23rd Aug.

M.S. "SHANTUNG" ... 8th Oct. 24th Sept.

Outwards to:

SHANGHAI, AND JAPAN PORTS.

Sailing about

M.S. "SHANTUNG" ... 23rd Aug. 24th Sept.

M.S. "CANTON" ... 24th Sept. 25th Oct.

Passenger Rates:

Hongkong to Genoa "A" Class 657 "B" Class 657

Hongkong to 1st North Continental Ports 657 657

THE SWEDISH EAST ASIATIC CO., LTD.

Agents:

GILMAN & CO., LTD. Hongkong.

G. R. HUYGEN Canton.



SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

Featuring
Pauline Starke, Ben Lyon,
Barbara Kent and a great cast.



Warner Fabian's
WHAT MEN WANT!

Warner Fabian, author of "Flaming Youth," gives every woman—and every man—something to think about in this smashing talking drama of two country sisters who invade the big city, crash the golden gates of marriage to millionaires... They learn about men from experience in this cracking picture of sisterly sacrifice, sparkle and spice, dramatic lights and shadow.

NEXT CHANGE

Four Sheriffs wanted
him for breaking
laws. Fourteen wo-
men wanted him for
breaking their fragile
hearts. What a man
for trouble!



Directed by
BENJAMEN STOLOFF
with
FAY WRAY, LEW CODY
EDDIE GRIFFON

Booking at Anderson's and the Theatre. (Phone. 25720.)

For the Best
LOCAL VIEWS
and
PORTRAIT PHOTOGRAPHS
Go To
MEE CHEUNG
Studio, Ice House St. Branch 7, Beaconsfield Arcade.

Printed and Published for the Proprietors by FREDERICK PERRY
FRANCIS, at 1 and 2, Wyndham Street, in the City of Victoria
Hongkong.

MORE FLOODS IN HANKOW.

PEOPLE PANIC IN THUNDERSTORM.

Hankow, Aug. 7. One of the worst thunderstorms for years struck Hankow this morning. Lasting over an hour, it caused a panic among the 50,000 flood refugees who are forced to live in the open-air.

Following the storm, the water rose to new heights and the authorities are facing a serious problem in providing relief to sufferers in the flooded districts around Hankow.

Apart from the damage done to houses, the rice crops are entirely ruined.

Public organisations have again appealed to Nanking and Shanghai for financial assistance.

GENERAL SMUTS FOR LONDON.

TO PRESIDE AT BRITISH ASSOCIATION.

London, Aug. 7. General Smuts left Capetown to-day aboard the s.s. Winchester Castle on his way to preside at the centenary gathering in London next month of the British Association.

This is the first time the Association has held its conference in London, and it will coincide with the centenary celebrations of Michael Faraday.

Before leaving, General Smuts stated in an interview his intentions to investigate for himself the financial crisis.—*British Wireless*.

THE TYPHOON.

The Royal Observatory reports that the typhoon appears to be about 200 miles east of Basco, stationary or moving slowly westward. An anti-cyclone covers Japan, and a somewhat deep depression is central to the north of Honshu.

The Manila Observatory, reporting at 9.30 a.m. states that the typhoon is in about 125 Lon. E., 20 Lat N., almost stationary.

ARMED ROBBERY STORY.

POLICE DOUBTFUL OF REPORT.

A report received by the Shaukiwan Police Station purports to give the details of an armed robbery that is supposed to have taken place early yesterday morning in a hut in Main Street, Shaukiwan.

Wong Woon, married woman, the tenant of the hut, told the police that two men forced their way into the place at 2 a.m. Awakened from sleep, she was

GOING BATHING?

Don't Forget Camera Competition.

If you are going bathing this week-end, don't forget to take your camera with you.

The *Telegraph* is offering a prize of \$20 for the best bathing beach snapshot sent in during August. There is no entrance fee.

terrified by a knife which one of the men brandished, and submitted to be bound and gagged. The visitors searched the hut and stole money and property to the value of over \$300. They then left.

The police are sceptical over the story, owing to the fact that they were not told of the robbery until nine o'clock yesterday morning and the hut in which it is supposed to have occurred is only a stone's throw from the local Police Station.

MONTAGU NORMAN BETTER.

RECOVERS FROM NERVOUS DYSPEPSIA.

London, Aug. 7. Mr. Montagu Norman, Governor of the Bank of England, has been indisposed by a sharp attack of nervous dyspepsia, following his strenuous work in connexion with the financial crisis.

It was stated to-day at his London residence that he has now recovered.—*British Wireless*.

HYMNS SUNG IN COURT.

UPROARIOUS SCENE IN GLASGOW.

London, July 31. There was a curious and unusual uproar in the Glasgow Court to-day when Mr. John MacGovern, the member of Parliament recently suspended from the House of Commons for refusing to withdraw, and several preachers appeared to answer charges of speaking in public in Glasgow without permits.

Just before the Court was due to sit a procession approached headed by one of the preachers carrying a cross. The uproar started when court officials refused to allow the cross to be brought in. The group took seats in the court and then started singing hymns, which lasted half an hour despite all that police and court officials could do.

The magistrate when he appeared was not greeted in silence but by the loud singing of "Stand up, Stand up for Jesus." The Magistrate ordered the court to be cleared, which was done.

Some time was taken up with applications for separate trials and legal objections and the case was adjourned.

CHINA DIPLOMATIC CHANGES.

FURTHER APPOINTMENTS ANNOUNCED.

Shanghai, Aug. 7. Indicating further important changes in the Chinese diplomatic service abroad, Mr. C. T. Wang, the Foreign Minister, said in an interview yesterday that the Minister to Tokyo, Mr. Wang Yung-pao; the Minister to Denmark, Mr. Lo Tsung-ye; and the Minister to Portugal, Mr. Wang Ting-chang, had been summoned to return to China and will be assigned new posts by the Government. Mr. Chiang Tso-ping, formerly Minister to Berlin, would be appointed successor of Mr. Wang Yung-pao at Tokyo, while the present Minister to Spain, Mr. Wang Lin-ke, will be appointed Minister to Denmark.

Mr. Wang added that the Government had decided to establish a Legation in Poland and would appoint Mr. Wang Kwang-ching as the first Minister there.

QUEENS

Final Showings To-day. At 2.30, 5.10, 7.15 & 9.20.

A GREAT PICTURE
MADE FROM THE
NOVEL SENSATION.

THE GREAT MEADOW

Reaching into a new page of American history for a drama unequalled for thrills, beauty romance!

With
JOHN MACK BROWN
ELEANOR BOARDMAN
LUCILLE La VERNE
ANITA LOUISE
GAVIN GORDON

TO-MORROW

JOSEPH SCHENCK
MARY PICKFORD
SAM TAYLOR
KIKI
Reginald Denny
UNITED ARTISTS PICTURE

AT THE **STAR** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20
MARI DREASLER POLLY MORAN in

CAUGHT SHORT

PRINCE'S THEATRE

Showing To-day

TRADER HORN

continues to run for another 8 days ending August 8th, Saturday. AND this is because our patrons have unanimously requested us to do so.

So it is as plain as A. B. C. that unless *TRADER HORN* is a definitely interesting and the most thrilling epic of the Dark Continent, our patrons would have never asked us to extend the session.

Daily Performances

2.30
5.15 Saturday & Sun
7.15 Only.
9.15

DUNCAN RENALDO and EDWINA BOOTH in "TRADER HORN."
NEXT CHANGE
Let's Go Places!

A LOVELY GLASS
of
ST. LUCIA LIME JUICE CORDIAL
is just the quenchingest drink
in all weather.

Sole Agents:—
H. RUTTONJEE & SON

COMMENCING TO-MORROW
WILLIAM POWELL
IN
"MAN of the WORLD"

A Paramount Picture
With CAROLE LOMBARD and WYNNE GIBSON

Booking at the Theatre.

Telephones: 25818, 25830.